HENNESSY'S
THREE STAR
BRANDY.
Insist upon having it.

The Bombay Gazette.

No. 53,376—New Series. BOMBAY :—WEDNESDAY, JANUARY 4, 1905. PRICE 4 ANNAS.

Milkmaid
LARGEST SALE IN THE WORLD.
BRAND Milk

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

LIST OF DEPARTURES FROM BOMBAY

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing. 1905. Saturday, 2 P.M.	Steamer.	Tons.	Connecting at Aden with.	Tons.
7th Jan.	ARABIA	7903		
14th "	ARCADIA	6603	VICTORIA	6522
21st "	ORIENTAL	6284		
28th "	CALEDONIA	7558	HIMALAYA	6393
4th Feb.	EGYPT	7912		
11th "	ARCADIA	6613	INDIA	7911
18th "	CALEDONIA	7558		
25th "	PERSIA	7951	BRITANNIA	6525
4th Mar.	MACEDONIA	10512		
11th "	ARCADIA	6603	MONGOLIA	9506
18th "	ARABIA	7903		
25th "	PENINSULAR	6394	OCEANA	6510
1st April	PERSIA	7951		
8th "	ARCADIA	6603	MARMORA	10509
15th "	EGYPT	7912		
22nd "	PENINSULAR	6394	CHINA	7912
29th "	CALEDONIA	7558		
6th May	ARCADIA	6603	MOLDAVIA	9500
13th "	MACEDONIA	10512		

The above Steamers convey Passengers to Marseilles, Plymouth and London.
Passengers for Brindisi tranship to a connecting steamer at Port Said.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M. on SATURDAY. The attention of Passengers is called to the importance of having their Baggage labelled with Port of Destination.

Tenders leave the Ballard Pier on day of sailing.

All Passengers must attend at that place between 12 and 12-30 o'clock P.M. for Medical Inspection by the Health Officer of the Port, and no one will be allowed on Board the Mail Steamer unless so examined, and conveyed thence in the Company's Steam Barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on Board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's Steamers leave Bombay fortnightly usually on WEDNESDAYS, taking Passengers for the Straits, China, and Japan, and Return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals call at ports en route.

W. C. SYMES,
Acting Superintendent, P. & O. S. N. Company.
Bombay, 18th October, 1904.

HOMEWARD PASSAGES.

GRINDLAY GROOM & CO.,

BOMBAY.

PASSENGERS booked without charge, and on Favourable Terms, Berths carefully selected.
SLEEPING CAR and CONTINENTAL RAILWAY TICKETS procured.
RAILWAY OFFICIALS and MISSIONARIES booked at Reduced Rates.
PASSAGES booked to ENGLAND via JAPAN and AMERICA by the Canadian Pacific, Occidental and Oriental and Pacific Mail Routes.
HANDBOOK giving Details of Fares, &c., and List of Sailings by all Lines sent free on application.
PASSENGERS met on arrival.
BAGGAGE shipped and cleared and Insurance effected covering all risks.
PACKAGES cleared or shipped.
CIRCULAR NOTES, BANK NOTES, DRAFTS and SOVEREIGNS at current rates.

Calcutta Agents.—GRINDLAY & Co.

LONDON AGENTS.—GRINDLAY & Co.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on
			THURSDAY.
ARMAND BEHIC	6,635	Guiconnet	26th Jan. 1905.
VILLE de la CIOTAT	6,630	Fiaschi	23rd Feb 1905.
YARRA	4 255	X	23rd March 1905.
NERA	5,807	Chevalier	20th April 1905.

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares. This arrangement will prove, in some cases, of special advantage to Passengers on three months' privilege leave.

TO AUSTRALIA DIRECT,

AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

Vessel.	Tons.	Captain.	To Sail on or about
YARRA	4,255	X	6th Jan. 1905.
NERA	5,807	Chevalier	3rd Feb. 1905.

For further Particulars apply to

P. de BURE, Agent.

New Oriental Bank Buildings, 57, Esplanade Road, Bombay.

NAVIGAZIONE GENERALE ITALIANA

FLORIO AND RUBATTINO UNITED COMPANIES.

BOMBAY to NAPLES and GENOA direct or BRINDISI and VENICE.

(transhipping at PORT SAID).

Vessels.	Tons.	Captains.	To sail on
R. RUBATTINO	4,580	M. Saporiti	14th Jan. 1905.
D. BALDUINO	4,58	O. Canepa	18th Feb. 1905.
R. RUBATTINO	4,580	M. Saporiti	15th Mar. 1905.

RATES TO THE ABOVE PORTS INCLUSIVE OF WINE AND BEER.

	1st Class.	2nd Class.	3rd Class.
Single tickets	Rs. 600	Rs. 350	Rs. 180
Return tickets available 1 years	" 900	" 525	

Through and Return Tickets to LONDON on application. Through tickets to New York in connection at Naples or Genoa with the Company's weekly service. 1st Class, Rs. 616; 2nd Class, Rs. 525. Special Rates for Missionaries. Passengers for Europe have the option of going via Genoa and returning via Venice or vice versa, and can break their journey at any port en route.

BOMBAY TO SINGAPORE AND HONGKONG.

Vessels.	Tons.	Captains.	To sail on
CAPRI	6,000	G. Belsito	17th Jan. 1905.
ISCHIA	6,000	D. Maganzini	17th Feb. 1905
CAPRI	6,930	G. Belsito	17th Mar. 1905.

Excellent accommodation. SALOON Fares to SINGAPORE Rs. 165, and to HONGKONG Rs. 220.

F. CROCCO, Agent.

Esplanade Road, No. 27.

NOTICE.

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SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

Intend to despatch Steamers as follows :—

FOR KARACHI, MUSCAT, BUSHIRE, KOWEIT, MAHOMMERAH AND BUSREH.

S. S. "DUMRA," 2,000 tons, on FRIDAY, 6th January, from the Victoria Dock, Wall No. 14 Shed, on arrival of English Mail.

FOR CUTCH MANDVIE AND KARACHI.

T. S. "LINGA," 2,000 tons, on MONDAY, 9th January, from the Victoria Dock, Wall No. 14 Shed, at 10 A.M.

FOR KATHIAWAR COAST, AND KARACHI.

S. S. "VITA," 1,000 tons, on TUESDAY, the 10th January, at 10 a.m., from the Victoria Dock, Wall No 14 Shed, calling at Verawal, Mangrol, Porebunder, Cutch Mundvie and Karachi.

FOR KARACHI AND PERSIAN GULF.

S. S. "KANGRA," 2,000 tons, on TUESDAY, the 10th January, from the Victoria Dock Wall No. 14 Shed, at 10 a. m., calling at Karachi, Gwadur, Muscat, Bunder Abbas, Dubai, Lingah, Bahrein, and Bushire.

FOR MARMUGAO, MOMBASA, ZANZIBAR, BEIRA AND DELAGOA BAY.

S. S. "LOODIANA," 3,000 tons, on or about 10th January.

FOR COAST PORTS AND CALCUTTA.

S. S. "BHUNDARA," 2,800 tons, on or about 6th January.

MACKINNON MACKENZIE & CO.,
Agents.

Bombay, 3rd January, 1905.

KING, KING & Co.,

BANKERS and EAST INDIA AGENTS,

BOMBAY.

PASSAGES ENGAGED and best available berths secured at lowest rates obtainable by P. and O. and all other Steamers free of charge of Commission.

Latest List of Sailings, Fares and Handbook of information furnished by return of post on application.

SPECIAL REDUCED FARES for Railway Officials, Missionaries and Family Parties obtained.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. and O.

Every assistance rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

Special Agents of the Firm meet all Steamers at Brindisi and Marseilles.

Packages of every description received for Despatch as Cargo to Messrs. HENRY S. KING & Co., London, or Messrs. KING BAILLIE and Co., Liverpool.

Freight and Marine Insurance at the Lowest Rates. Quotations furnished on application.

KING HAMILTON & Co.,

Calcutta.

HENRY S. KING & Co., London.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

BOMBAY to TRIESTE VIA ADEN, SUEZ, & PORT SAID

DIRECT LINE.

Steamer.	Captain.	Tons.	To sail on
IMPERATOR	F. Mosca	4,119	1st Feb. 1905.
IMPERATRIX	G. Ghezzo	4,194	1st March 1905.
IMPERATOR	F. Mosca	4,119	1st Apr. 1905.
IMPERATRIX	G. Ghezzo	4,194	1st May 1905.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600	Rs. 325	Rs. 150

Takes Passengers to East African ports with transhipment at Aden.

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about
† GISELA	G. Damianovich	4,360	27th Jan. 1905
† CHINA	S. Tomanovich	6,000	23rd Feb. 1905
AUSTRIA	R. Colledani	7,538	20th Mar. 1905
† PERSIA	P. Cregliatto	5,595	6th Apr. 1905
SILESIA	L. de Stabile	5,159	20th " "
† MARQUIS BACQUEHEM	T. Rassovich	4,786	27th " "

† Will call at Piræus. * Will call at Karachi.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck.
TO TRIESTE OR VENICE	Rs. 400	Rs. 150

RETURN TICKETS TO TRIESTE AND VENICE AVAILABLE FOR ANY PERIOD WITHIN TWO YEARS.

1st Class, Rs. 560. 2nd Class Rs. 360. Saloon Rs. 600

THROUGH TICKETS TO LONDON

1st and 2nd Class Single and Return Tickets are issued Via Trieste, the St. Gothards and other Routes

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd and the Return Voyage by the Messageries Maritime Co. at reduced fares

Passengers to VENICE tranship at TRIESTE to another steamer of the Company which takes about 6 hours to cross the Gulf.

STEAM TO JAPAN VIA COLOMBO, PENANG SINGAPORE, HONGKONG, SHANGHAI, YOKOHAMA AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
MARQUIS BACQUEHEM	T. Rassevich	4,786	27th Jan. 1905.

For further particulars regarding Passages, Apply to

E. SCARPA, Agent-General,
Sassoon House, 54, Church Gate Street, Fort Bombay.

R. SCOTT & Co. M.R.C.V.S.

VETERINARY AND COMMISSION STABLES AND COACH BUILDERS,

GIRGAUM AND GOWALIA TANK ROAD.

Oldest Established Firm in Bombay.

CHARGERS, Polo Ponies, Hacks and carriage Horses selected with the greatest care for Local and Up-country Constituents.

HORSES shod on the most approved principles with Shoes made on the premises of specially imported iron, under the immediate supervision of a first class ENGLISH FARRIER.

ARABS and C.-BREDS broken to Single (Rs. 15) and Double Harness (Rs. 30), and Saddle (Rs. 15) Walers broken to Single Harness or Saddle (Rs. 25) Double Harness (Rs. 50.) Troublesome horses charged extra.

HORSES standing at Livery on Commission Sale or for treatment, Rs. 35 per mensem including Syce. Stable rent charged on all horses fed by owners, at Rs. 5 per mensem. Commission on horses bought and sold Rs. 17. Examination and Certificate Rs. 10. Verbal opinion as to Soundness, Rs. 5.

CRUSHED HORSE FOOD best in the market, Rs. 5 per cwt, delivered free in Bombay. Special Mixtures, Bran, Gram, Barley New Zealand Oats, Australian Chaff, Pressed Hay, etc., supplied at lowest rates consistent with good quality.

ESTIMATES given, and Carriages of every description built of the very best materials, under personal supervision, by skilled workmen.

REPAIRS neatly executed with promptitude and despatch. Rubber tyres of finest quality only supplied. Carriages by greased contract, Satisfaction guaranteed, Correspondence invited.

A. M. DOMINICK & CO.,

4, BRUCE LANE, FORT, SOUTH OF ST. THOMAS' CATHEDRAL.

IMPORTERS OF

ITALIAN, FRENCH, GERMAN, GREECIAN, TURKISH, PROVISION OILMANSTORES

of best Manufacture, Delicious and Rich Cream Cheese.

GRUEYERE, PARMESSAN, BALKANISE, CATSCAVALI, STILTON, DOUBLE GLOUCESTER, etc.

ANCHOVIES FILETS AND ANTIPASTE

ANCHOVIES SALTED (in bulk by pounds.)

FINEST OLIVE OIL in Bottles and in Tins.

PURE WINE VINEGAR.

SAUSAGES MILAN in Skins, SAUSAGES MORTADELLAS.

MACARONI ASSORTED, VERMICELLI, SOUP PASTE, RICE.

OLIVES CALAMATA in Oil.

OLIVES Green and Black (in bulk by pounds.)

DRY BEANS, PEAS, LENTILS, BROAD BEANS, etc.

WINES CHIANTI (real Florence in flasks) VERMOUTH ITALIAN

BEER FINEST PILSENER "The Crown Brand."

PRICES VERY MODERATE. A TRIAL SOLICITED.

MONGINI BROTHERS,

MANUFACTURING CONFECTIONERS AND CATERERS.

MONGINI BROTHERS FOR ICES,
MONGINI BROTHERS FOR CAKES,
MONGINI BROTHERS FOR SWEETS,
MONGINI BROTHERS FOR CHOCOLATES,
MONGINI BROTHERS FOR CONFECTIONERY,
MONGINI BROTHERS FOR DESSERT FRUIT,
MONGINI BROTHERS FOR CRYSTALLIZD FRUIT,
MONGINI BROTHERS FOR ALL SORTS OF DELICACIES.

25-27, CHURCH GATE STREET, BOMBAY.

TELEPHONE NO. 325.

THE ITALIAN STORES.

C. COLONNELLO, SON & CO.

STEVEDORES AND PURVEYORS TO THE NAVIGAZIONE GENERALE ITALIANA SOCIETA RIUNITE FLORIO AND RUBATTINO, BOMBAY, AND THE ITALIAN ROYAL MARINE, RUSSIAN AND ARGENTINE MEN-O'-WAR.

105, MEDOWS STREET, FORT, BOMBAY.

GRUYERE, PARMESAN and GORGONZOLA CHEESE.

PURE and GENUINE, LUCCA OIL of the OLIVES for TABLE and CULINARY Purpose.

PURE ITALIAN WINE VINEGAR

MILAN SAUSAGES in SKIN (Italian). ANCHOVIES SALTED (loose). BLACK and GREEN OLIVES (loose). All kinds of French, Italian and German Stores.

Largest Importers of MACARONI, VERMICELLI and SOUP PASTES ASSORTED CONSIGNMENTS arriving here every Month. PRICES REDUCED for the Season only from the 15th October to 31st December, 1904, a Box of 10 lbs. at Rs. 2-8 and loose at 5 ans. per lb. Fancy Shaped MACARONI prepared with EGGS, a speciality and novelty.

MASTICA DE CHIO, VERMOUTH (French and Italian), CHIANTI, BARBERA CAPRI LACRIMA CHRISTI, MARSALA, CHERRY and BLACKBERRY BRANDY, BENEDICTINE and CHARTREUSE. WALNUTS, ALMONDS and HAZELNUTS, NAPLES FIGS, MUSCATEL RAISINS and CHESTNUTS, LENTILLES, BEANS, white and Red.

Attention is drawn to our celebrated GRIGNOLINO CLARET as a Speciality and a thoroughly Genuine article.—Only Rs. 10 per Doz. Bottles.

THE HOTEL CONTINENTAL,

Nos. 9, 10, 11 & 12, CHOWRINGHEE ROAD, CALCUTTA.

THIS FIRST CLASS FAMILY HOTEL, situated in the healthiest and most fashionable European quarter of the City, commanding a splendid view of the Maidan, fitted with every convenience and comfort, maintains, as it has always done, a high class reputation for its cuisine.

The TABLE D'HOTE is reserved for Hotel residents and their guests only.

The RESTAURANT A LA CARTE and PRIVATE TIFFIN and DINING ROOMS receive special attention.

A large LADIES' PAVILION has been constructed with the object of affording additional comfort to Ladies and their friends, where they can enjoy their afternoon Tea or Ices and Light Refreshments in quietude. Visitors are kindly requested not to smoke in the drawing-room on any account.

GUEST NIGHTS: Every WEDNESDAY and SATURDAY. ORCHESTRA in attendance.

No Public Bar kept.

F. A. BOSCOLO, Managing Proprietor.

P. & O. PASSENGERS KNOW AND APPRECIATE

CATTO'S WHISKY.

NOW FOR SALE AT LEADING BARS, HOTELS, AND AT

FELICE CORNAGLIA	MONGINI BROS.	W. B. GREEN & Co.
D. C. OOMRIGAR.	J. F. KUTHOKE.	D. D. BARIA.

ALSO

AT ALL WINE MERCHANTS.

FLAT WATCHES.

THESE are the FLATTEST WATCHES made. In quality and price, these Watches will compete with the best. All Watches bear our NAME as a GUARANTEE of EXCELLENCE.

Very compact and comfortable in WEAR and DOES not distend the pocket.

VERY FINE LEVER MOVEMENT,
FULLY JEWELLED,
CAREFULLY EXAMINED, TESTED,
TIMED AND GUARANTEED.
OF CAREFUL FINISH AND
PERFECT TIME KEEPERS

	Rs.
18 Carat Gold Crystal Face Case	225
Silver do. do.	40
Polished Gun Metal	35

MARCKS & CO., LD.,

WATCH & CLOCK MAKERS,

BOMBAY AND POONA.

"BOMBAY GAZETTE" EXHIBITION COUPON.

FREE TICKET TO INDUSTRIAL 1904 EXHIBITION.

CUT THIS OUT.

NAME OF COUPON HOLDER.

Holders of thirty Coupons will receive a FREE ENTRANCE (one day) Ticket to Exhibition on application to Box No. 1483N., "Bombay Gazette," where Coupons may be sent superscribed "Exhibition" Names of those entitled to Tickets will be published every morning in the "Bombay Gazette."

Note Instructions carefully. Write your name legibly in space for SIGNATURE.

McDOWELL & CO.'S LIMITED,

'LIGHT OF ASIA

AND

'BAHADUR BOUQUETS"

SHOULD BE COMPARED WITH

REAL HAVANAHS

COSTING FOUR TIMES THE PRICE !!

Order a Sample Box containing 6 "Light of Asia" and 6 "Bouquets," costing Annas Fourteen free anywhere in India.

McDOWELL & CO., LD.

MADRAS.

CIGAR MANUFACTURERS.

ST. MARTIN'S PULMONARY BALSAM

The unfailing REMEDY for COUGH, COLD and ASTHMA Possesses Demulcent and Balsamic properties. As. 12 & Rs. 1-4.

F. S. MADON & Co.
170, Shaik Memon St, Bombay.

PUBLIC NOTIFICATIONS.

SINGER CO.
REMOVING
TO
HORNBY ROAD.

ABRIDGED PROSPECTUS.

FULL PROSPECTUS and forms of application for SHARES can be obtained from Messrs. KING, KING and Co., Bombay, and Messrs. KING, HAMILTON and Co., Calcutta.

THE BARSI LIGHT RAILWAY COMPANY, LIMITED.

CAPITAL..... £390,000,

Of which £75,000 has been issued and is fully paid, and

A FURTHER ISSUE OF £225,000,

Divided into 22,500 Shares of £10 each, is now offered at par.

SUBSCRIPTIONS for which will be received in India on behalf of The Indian and General Investment Trust Limited, at Exchange 1s. 4d. per Rupee, by Messrs KING, KING and Co., Bombay, and Messrs. KING, HAMILTON and Co., Calcutta,

Payable as follows, viz:—

On APPLICATION ... £1 0 0 or Rs. 15 0 0
On ALLOTMENT ..... £1 10 0 or Rs. 22 8 0

Further Calls not to exceed £3 or Rs. 45 per Share each, and such Calls to be made at intervals of not less than two months, with one month's previous notice.

PAYMENT IN FULL MAY BE MADE ON ALLOTMENT.

Subject to the provisions of the Indian Railways Act, 1894, and of the Contract of 26th August, 1902, hereinafter referred to, the Company is authorised to pay interest on this issue on amounts paid up from time to time at the rate of 4 per cent. per annum during the construction of the Extensions.

DIRECTORS.

SIR ALEXANDER WILSON (Chairman), Director, Assam-Bengal Railway Company, Limited.
F. M. HALLIDAY, Esq., Director, East Indian Railway Company, Limited.
E. R. CALTHROP, Esq., 3 Crosby Square, E. C.
RESIDENT ENGINEER AND AGENT.
A. L. ALEXANDER, Esq., M. Inst. C. E., Barsi Town.
CONSULTING ENGINEER.
E. R. CALTHROP, Esq., M. Inst. C. E., M. I. Mech. E.
SECRETARIES AND OFFICES.
Messrs. W. A. B. OWNE and CO., Winchester House, Old Broad Street, London E. C.

PROSPECTUS.

THE BARSI LIGHT RAILWAY COMPANY, LIMITED, was formed in 1895 to acquire a Concession granted by the Secretary of State-in-Council of India, for a Light Railway from the Barsi Road Station of the Great Indian Peninsula Railway (between Poona and Sholapur) to the town of Barsi, and to construct and work the said line and any extensions which might from time to time be sanctioned.

Commenced on the 1st January, 1896, the line to Barsi Town, 21½ miles in length, was opened for traffic on the 18th March, 1897; the total cost of the 21½ miles, as at the 30th June, 1904, including £3,306 for Preliminary Expenses and £25,480 for a very special equipment of Rolling Stock, was only £278,550, equal to £13,653 per mile.

Notwithstanding the heavy incidence of the fixed charges on such a short length of railway, and a succession of most unfavourable conditions during the first three years after the opening of the line, dividends have been paid as follows:—

1st complete year ended 30th June, 1898, 2 per cent.				
2nd	"	"	1899. 3	"
3rd	"	"	1900. 3	"
4th	"	"	1901. 5	"
5th	"	"	1902. 5	"
6th	"	"	1903. 4	"
7th	"	"	1904. 5½	"

Copies of the full audited Accounts for each year since the opening of the Line can be inspected at the offices of Messrs King, King & Co., Bombay, and Messrs King, Hamilton & Co., Calcutta.

The Directors are glad to announce that Concessions for the construction and working of two extensions, the first to Tadwala (26½ miles in the direction of Latur), and the second to Pandharpur (31 miles), have now been embodied in a Contract with the Secretary of State-in-Council of India, for the carrying out of which this further issue of Capital is required.

It is anticipated that each extension can be opened for traffic within two years from the commencement of operations thereon respectively.

Careful estimates of the Revenue of the Railway when completed and of the Capital Expenditure, have been made by the Consulting Engineer, whose full Report accompanies the Prospectus, the totals of which are as under:—

ESTIMATED REVENUE.

	Existing Line and Tadwala Extension.	Both Extensions
Net Earnings.....	Rs. 178,200	Rs. 416,690
At Exchange 1s. 4d.	£11,880	£27,779
Mileage	48	79
Receipts per mile per week =	112.78	169.05

Estimated Net Earnings with Tadwala Extension only (excluding pilgrim traffic) £11,880 = over 7 per cent. on £163,000 the required Capital.

Estimated Net Earnings with both Extensions (including pilgrim traffic) £27,779 = over 9 per cent on £310,000, the full Capital of the Company.

CAPITAL EXPENDITURE.

On existing Line up to 30th June, 1904.. 21½ Miles		£278,550
Estimated Cost of Tadwala Extension ... 26½ Miles	79,565	
		£158,115
" " Pandharpur Extension...31 Miles.....		130,810
Total ..... 79 Miles.....		£288,925

(Average estimated Cost per Mile, £3,657.)

The Directors consider these Estimates to be of a conservative character.

The original Capital of the Company has been issued and fully paid up in cash. The minimum subscription on which the Directors will proceed to allotment of the present issue is 8,500 Shares; in the event of that number only being allotted the Tadwala Extension only will be proceeded with at present.

Under the original Concession, the Secretary of State-in-Council of India had the right of purchasing the Company's existing line either on the 1st January, 1914, or on the expiration of any subsequent period of ten years. The Concession for the Extensions provides that this right of purchase should not be exercised prior to 1st January, 1924, both as to the original line and the Extensions, but the Secretary of State has since agreed to further extend the term to the end of which his option of purchase may be exercised, both as regards the existing Line and the Extensions, for a further period of twenty years viz. to the 1st January, 1944.

Application for Shares should be made on the form accompanying the PROSPECTUS, and be sent to Messrs. KING, KING and Co., Bombay, or to Messrs KING, HAMILTON and Co., Calcutta, with a remittance for the amount of the deposit at Rs. 15 per £1 sterling, at which rate subsequent payments in Rupees will also be fixed.

VICTORIA AERATED WATERS.

ESTABLISHED 1882.

PROPRIETOR: J. CONNELL.

OUR carts deliver regularly to any part of Bombay and Bandra.

Try our SODA, it is the best.

H. M. S. "ECLIPSE",
BOMBAY,
30th March, 1898.

MR. JAMES CONNELL of the Victoria Hotel, Prince's Dock, has SUPPLIED AERATED WATERS of all sorts to this ship during our stay at Bombay. I had previously been informed privately that Mr. Connell's Factory was the BEST in the City, but before recommending the use of his Aerated Waters on Board, I went over his Establishment, and was so satisfied with everything, that I can with confidence advise Medical Officers of H. M. Ships to deal with him.

CHARLES JAMES,
Fleet Surgeon.

RECEIVED ONLY LAST WEEK

A FRESH CONSIGNMENT OF

English-made Woollen and Linen

HORSE CLOTHINGS,

Complete with Cap and Strap, to be sold away at Manufacturers' Prices.

Apply to

GOVINDJI MADHOWJI & Co.,
67, Meadow Street, Fort, BOMBAY.
AGENTS AT POONA:—
FRENCHMAN & Co.,
Civil Lines, POONA.

PUBLIC NOTIFICATIONS.

WARREN'S GRAND CIRCUS AND HIPPODROME OF PERFORMING WILD ANIMALS.

TO-NIGHT, AT 9 P. M.
AND
AFTERNOON AT 4 P. M.

NEW HORSE ACTS,
NEW CLOWN ENTREES,
NEW PANTOMIMES,
NEW ANIMAL ACTS.
FIRST TIME IN BOMBAY,
THE NEW LIONS,
"SULTAN AND JULIET."
NOVEL!
SENSATIONAL
THRILLING!

The Audience are particularly requested to keep their seats during this NEW LION ACT and not distract the attention of
The Animals or their Trainer HERR BURGE.

Box Plan at SEYMOUR DOVE & Co.

PROGRAMME.

MADAME HESTER OTWAY'S

CONCERT

AT THE

TOWN HALL,

TO-NIGHT, TO-NIGHT,

WEDNESDAY, JANUARY 4TH, 9-30 P.M.

1 Violin Solo .....Nocturne .....Chopin,
MR. ARNOLD SCHMUCK.
2 Song.....The Enchantress.....Hatton.
MADAME HESTER OTWAY.
3 Piano Solo .....{ Feuhlingsrauschen.....Sinding. { Dance Creole .....Chaminade.
MR. CLEMENT ROBINSON.
4 Violin Solo.....Ballade and Polonaise"...Vieuxtemps.
MR. ARNOLD SCHMUCK.
5 Song (Bass).....Angels Guard thee.....Godard.
Mr. F. HILL.
6 Song (Contralto) a { Ich liebe dich ..... } Greig. b { Ich grolleniicht ..... } Schumann.
MADAME HESTER OTWAY.
7 Song .....A Song of Sleep.....Somerset
MR. C. MALONEY.
8 Song .....Love's Coronation.....F. Aylward. (with Organ).
MADAME HESTER OTWAY

Prices Rs. 4, Rs. 3, and Rs. 2.

Seats can now be booked at

Seymour Dove and Co., opposite Bombay Club.

BOMBAY PORT TRUST.

NOTICE.

CONSIGNEES of IRON and STEEL ARRIVED per HANSA LINE S.S. "TRIFELS" No. 9 Shed, Victoria Dock, are hereby informed that their consignments ex above Vessel, are ready for delivery.

JOHN HAND,
Superintendent, Port Trust Docks,
Dated 4th January, 1905.

CONSIGNEES of CARGO per Austrian Lloyd's S. S. "FRANZ FERDINAND" from TRIESTE and INTERMEDIATE PORTS, are hereby informed the Vessel's arrival, and REQUESTED TO TAKE IMMEDIATE DELIVERY of their GOODS, landed at the Victoria Dock, No. 8 Berth.

The Company's Surveyor, Captain MACFADYEN, will attend every morning to survey Damages, and all Claims in this respect must be adjusted within seven days after the discharge of the Cargo, otherwise they will not be entertained.

No Surveys can be allowed after the seven days, or on goods removed from the Landing Shed.

E. SCARPA,
Agent-General, Austrian Lloyd's S. N. Co.

HAVE YOU
ENTERED
YOUR CAR,
FOR THE
MOTOR CAR
EXHIBITION
To be held on January 5, 6, 7 & 8
AT THE
BOMBAY EXHIBITION?
THE RULES PROVIDE FOR:—

A. For Cars of the value of Rs.8,000 and over,
B. Do. do. over Rs. 4,000 and up to Rs. 8,000.
C. Do. do. of Rs. 4,000 and under.

IT HAS BEEN DECIDED
TO AWARD GOLD MEDALS
FOR THIS CLASSES AS FOLLOW:—

2 Gold Medals for the best All-round Mechanically constructed Car in Class A.
2 Do. do. do. B
2 Do. do. do. C
1 Special Gold Medal for the best Car in the Exhibition.

Send Your Entry in to
VITHALDAS DAMODHER THACKERSEY,
Chairman, Exhibition Committee

THE PUBLIC
SHOULD NOT MISS THIS
SIGHT.
ALL THE DELHI-BOMBAY
TRIAL CARS
WILL MOST PROBABLY BE
ON SHOW.
NOTE THE DATES.

THE INDIAN NATIONAL CONGRESS.

INDUSTRIAL AND AGRICULTURAL EXHIBITION, BOMBAY 1904.

THE BOMBAY INDUSTRIAL and AGRICULTURAL EXHIBITION. Open every day including SUNDAYS from 3 to 11 P. M. Admission Re. 1. Family Coupon Books of 20 Tickets for Rs. 10.

The Committee have decided not to sell any more non-transferable Coupon Books of its 10, Rs. 15 and Rs. 20.

Water Chute Ride Charge reduced to 8 annas.

Tram Cars available till 11-30 P. M.

VITHALDAS D. THAKERSEY,
Chairman,
Exhibition Committee.

THOS. COOK AND SON.,

BANKERS AND AGENTS,

BOMBAY, CALCUTTA, RANGOON.

Current and Deposit Accounts opened.
Pay and Pensions collected.
Drafts and Cable Transfers issued.
Shares bought and sold; Dividends realised.
Insurances effected; Premiums paid.
Agency Business undertaken.
Rules of Business on application.

PUBLIC NOTIFICATIONS.

TENDERS FOR TOWAGE.

TENDERS will be received up to NOON on the 10th instant, for TOWAGE of BARGES within the limits of the Port of Bombay.

LOWTHER & CO.,
Contractors,
R. I. M. Dockyard Extension
3rd January, 1905.

THE CENTRAL INDIA SPINNING, WEAVING & MANUFACTURING COMPANY, LIMITED.

NOTICE.

THE OFFICE of the above Company is REMOVED to NAVSARI BUILDINGS, No. 2, Hornby Road, Fort, Bombay.

KAVASJI K. MEHTA,
Secretary.

SALES BY AUCTION.

MEHRJEE, JOHNSTON & COMPANY
No. 4, FORBES & MEDOWS STREETS, FORT.

SALE OF VALUABLE PROPERTY, consisting of land building, machinery and mills premises, the property of the Sorab Manufacturing Company, Limited, situate at Dadur.

On SATURDAY, the 14th January, 1905, at 4 p. m., Messrs MEHRJEE JOHNSTON & Co., will, by order of the Trustees for the Debenture-holders of the Sorab Manufacturing Company, Limited, in pursuance of the powers vested in them under an Indenture of Trust dated 5th July, 1897, put up for sale by Public Auction, at the Company's Mill premises at Dadur, the immoveable and moveable properties of the above named Company described below in the particulars of sale.

PARTICULARS OF SALE.

All that piece of pension and tax land situate at Mahim in the city and registration Sub-district of Bombay, containing by admeasurement 34,393 square yards or thereabouts, and registered by the Collector of Land revenue, under old Nos. 568612, 566A, 56, 612, 385, 88; new Nos. 3383,4532 4485, 265, 266, 267, 3633, old survey Nos. 265, 266, 267, 65 new survey Nos. 1306, 1301, 1362 and assessed by the Municipality of Bombay under Nos. 3446, 3447, 3448, street Nos 107 108, 109, and bounded on or towards the east partly by the property of João Jose D'Souza and partly by the Tulsi water pipe, on or towards the west partly by the public passage called Woollen Mill Gully and partly by the property of João Jose D'Souza partly by that of Manecji Damaji, and partly by that of Janardhan Abaji, on or towards the north partly by a public passage leading to the village of Matunga, partly by the property of João Jose D'Souza, partly by that of Diago Antonio D'Souza and partly by that of Anna Maria Misquitta, and on or towards the south partly by the property of Francisco Amador Viegas partly by that of Fd'Mello, and partly by that of Janardhan Abaji, together with all tanks, cisterns and other structures standing thereon, constituting the Sorab Manufacturing Company's Mill premises.

And also all and singular the mills, engine houses, boiler houses, ware-houses, out-houses, store houses, buildings and erections standing and being upon the piece of land described above, together with all and singular the machinery, tools, fixtures, implements, utensils, plant now erected, placed or used in or upon, the immoveable property above described.

The mill is fitted with electric installation and contains 7,324 ring spindles.

For further particulars and conditions of Sale apply to Messrs. Bicknell, Merwanji and Romer, Solicitors, High Court, Attorneys to the Trustees for the Debenture-holders of the Sorab Manufacturing Company, Limited, or to the Undersigned.

MEHRJEE, JOHNSTON & Co.,
Bombay, 4th January 1905.

BENNETT AND COMPANY,
No. 22, APOLLO STREET.

BONA-FIDE SALE.

TO-MORROW THURSDAY, the 5th January, 1905, at 1 p. m. Messrs BENNETT and Co., are instructed to sell by Public Auction at Upper Colaba the very valuable and handsome teak & blackwood made to order household furniture, of the latest design by Roberts and others such as dining table and chairs, large sideboard and dumbwaiter, drawing room chesterfield sofas and chairs, glass door, almyras chest of drawers, marble top dressing and washhand tables, teapoys, easy chairs, iron double bedsteads, curtains with brass rods, tables and hanging lamps, rich English carpets, garden pots, one pair of handsome strong Bay Arab horses, with a handsome strong English-built victoria and a set of plated mounted harness, etc, etc, the property of Major H. S. Nelson, R. A.

Catalogues are published and the property is on view.

On SATURDAY, the 7th instant at 3 p.m., Messrs. BENNETT and Co., will sell by Public Auction at their Rooms, a quantity of grey and coloured piece-goods.

SALE AT 1-30 P.M.

1 handsome strong palanquin office shigram, in very good order.
1 handsome strong victoria, in very good order.
1 handsome strong glass fronted miniature brougham, in very good order.
1 Bay Arab, quiet in harness and saddle,
1 Grey pony quiet in harness.

BONA FIDE SALE.

VERY RARE AND UNUSUAL OPPORTUNITY.

Under instructions from Syed Sirdar Alikhan and with the consent of Hormusji N. Vakil Esq., Messrs. BENNETT and Co. will, on SATURDAY, the 21st, SUNDAY, the 22nd, TUESDAY, the 24th, and WENESDAY, the 25th January, at 1 p.m. each day, sell by public Auction at "Cozy Corner," at the bottom of Doongersey Road Malabar Hill, the whole of the superb household furniture of solid mahogany ordered out from England through Maple & Co, Norris & Co, Ottaman & Co, and others and the very valuable teak wood mahoganiae French-polished furniture of the latest design and best workmanship made to order by Wimbridge & Co, John Roberts & Co, and Breslaur & Co, consisting of complete suites for drawing-room boudoir and bed room furniture covered with the latest art fabric of the finest quality large full size slate billiard table with lamps, cues and mahogany combination, cabinet complete made to special order by Wrights & Co, London, the dining room furniture consisting of handsome side-board in choice wood. Dinner wagons, large telescopic dining table to sit 60 persons, chairs, &c, to match superb electr plated ware of exquisite design (specially ordered from Europe) consisting of entree and bacons dishes, cruet stands, butter pots jugs, tea and coffee sets, tray spoons and forks, tantalus &c, one handsome sweet toned mahogany Budoir Grand piano by "Erard," very handsome porcelain dinner and desert services of the first quality, hand painted numerous table and cabinet ornaments in fine Satsuma Kaga Doulton Limoges Dresden and Crown Derby ware rich antique pedestals and pots of handsome colors marble vases of all sizes very rich fine quality velvet and Brussels carpets.

A large collection of oil painting and oleographs by eminent painter Mezzotints engravings marble busts and statuets and terra cotta figures, large rich English clocks chimes, Westminister and Cambridge very handsome and chandeliers of single double and treble lights and wall lamps, one English-built brougham, and one English built vis-a-vis by Charles Windover one vis-a-vis and one mail phaeton (Hungarian made) one large english-built gentleman brake, &c., &c.

Catalogue will be published; and the property on view six days before the sale.

N.B.—The carriages will be sold on TUESDAY, the 24th instant at 3 p.m.

BENNETT & CO.
Bombay, 1st January, 1905.

CRAWFORD AND COMPANY,
No 7, MARINE STREET.

On FRIDAY, the 6th instant, at 1 p. m. Messrs. CRAWFORD & Co., are instructed to sell by Public Auction at the Chaplain Quarters, Waudby Road, Esplanade, the valuable and handsome black wood and teakwood household furniture, plateware, crockery and glassware, a west-toned cottage piano by Soundy, English ice box with refrigerator, marble clock, engravings, standing table, K. O. lamps, Brussels and Indian carpets, table ornaments, etc. The property of Rev. CANON HILL, leaving Bombay.

Catalogues are published and the property is on view.

SALE OF LANDED PROPERTY NEAR THE GOVERNMENT POUND AT GIRGAUM ROAD.

On SATURDAY, the 7th Inst. at 4 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction on the premises by order of Pandurang Hurrychand Mantri, the mortgagee, and on account and at the risk of Kasibai, wife of Dadoba Narayen in pursuance of the power of sale given in the Indenture of mortgage, dated the 29th day of November, 1897, the following landed property, viz:—

All that piece of pension and tax land or ground-together with the messuage, tenement or dwelling, house standing thereon, situated at Girgaum Road, outside the Fort, and in the Registration Sub-district of Bombay, containing by admeasurement 136 square yards or thereabouts, registered in the Books of the Collector of Land Revenue under old No. 336, new No. 2161, old survey No. 6 2, and new survey No. 2-7958 assessed by the Assessor and Collector of Municipal Rates and Taxes under D ward No. 342 and Street No. 13 and bounded on the east by a sweeper's passage and beyond that by the property of Narayen Janardhan on the west by sweeper's passage and beyond that by the property of Pandurang Dadajee on the North by a passage and beyond that by the property of Dayaram Dattoba and on the south by the Government land used for the cattle pound and which said premises are in the occupation of the said mortgagor and her tenants.

For further particulars and condition of sale application may be made to the Undersigned.

BONA-FIDE SALE.

Under instructions from the legal heirs and representatives of the late Bhai Jivanji, Esq., Messrs. CRAWFORD & Co. will sell by Public Auction at his residence opposite the Thakordwar Temple, Girgaum Road, on SUNDAY, the 15th inst., at 1 p. m., valuable open carved blackwood household furniture, rich chandeliers, valuable English clocks, a very large and rare collection of ivory, Dresden, bronze, brass, mother-of-pearl curiosities and table ornaments, bronze statues, musical boxes, China and other garden pots, garden lamps with posts, &c.

Catalogues will be published and the property will be on view four days before the sale.

CRAWFORD & CO.
Bombay, 4th January 1905.

THE INDIAN RAILWAY GUIDE.—An indispensable Book for Travellers in India and the East. Contains the Arriving and Departing Tables of all the Indian Railway Companies, the Steamer Routes to India and the Eastern Seas, and other useful information. Price 2 Annas. Coloured Map of India revised from Official Sources. To be had at the "Bombay Gazette" Office and all Booksellers and Railway Terminus.

SPECIAL SHORT ADVTS.

Only Advertisements for Clerks, Servants, &c., Houses to Let, and Goods for Sale or Wanted, are accepted in this Column.

RATES.—(Cash only) Three lines, per insertion. One Rupee. Every additional line, Eight Annas. REPLIES will be sent "BEARING" unless amount to cover Postage is previously paid.

ENGLISH-MADE Electro-Plated Presentation Table Lamps, Artistic but not obtrusive, Fitted with globes and chimnies or lace shades, holders and chimnies, From Rs. 18 to Rs. 95 each.—MARCKS & Co., Ld., Jewellers, &c., Bombay and Poona.

BOMBAY EXHIBITION.—Machinery Section. See Our EXHIBITS of the "Service," "the Railway," "the Shikari, the Domestic" "the Club" and the "Field Service" SODA WATER MACHINES, etc THE SUDAR CARBONIC GAS COMPANY, LIMITED, Ghoru deo, Bombay.

MAHABLESHWAR DAK.—Most comfortable Phaeton and Tonga Daks ready laid between Wathar and Mahableshwar at very moderate rates. Apply to BURJORJEE PEROSHAW, Dakmaster, Dak Supplier to T. E. The Governor and Com.-in-Chief, 153, Main Street Poona.

ANY ENGLISH YOUNG LADY willing to teach a native gentleman at her own residence. Please apply Box 1709 D., Advt. Dept., "Bombay Gazette."

MATHERAN GRANVILLE HOTEL, occupies the highest and most central position, Next to the Gymkhana: Excellent Table, TERMS MODERATE. Apply to the PROPRIETOR.

HAMILTON HOTEL, KHANDALLA, (open throughout the year). This HOTEL is most leasantly situated. Excellent Accommodation. TERMS MODERATE.—J. F. LOBO & SONS, Proprietors.

A SPLENDID OPPORTUNITY.—First grade helical tube "PREMIER" BICYCLES offered at Rs. 200 and Rs. 185 during Dec. Early application should be made to prevent disappointment. Descriptive circulars on application.—W. H. THORNS & Co, Hornby Row, Bombay.

WANTED.—Energetic and Intelligent PUPILS for an Efficient and Systematic Course in Accountancy, Mercantile Law and Business Methods. Terms exceedingly moderate. Perfect satisfaction ensured and passing Guaranteed. Employments secured to Passed Students free of charge. New Term begins JANUARY, 1905. Apply to S. B. BILLIMORIA, A. F. I. A., Principal, Commercial Training Institution, 10, Church Gate Street, Bombay.

WANTED PERSONS, desirous to learn Commercial Correspondence and Precise Writing, arrange to learn with an experienced gentleman. Apply to Box "No. 1334 A" Advt. Dept., "Bombay Gazette."

WANTED by an EXPERIENCED GRADUATE Students going up for Matric, P. E. or B. A. Examinations to read up in English, Mathematics and general subjects. Special Class for select pupils. Apply to Box "No 1231 A." Advt. Dept. "Bombay Gazette."

BOMBAY EXHIBITION.—Visitors to Bombay Exhibition should not fail to see the beautiful Photographs of Local Indian Scenery, Ancient Architecture and High Class Portraiture, all executed at RAJA DEEN DAYAL'S ART PHOTOGRAPHIC SALON Nippon Buildings, Hornby Road, Bombay.

WONDER! Machine in perfect use for 22 years, Singer's Hand Machine, valued Rs. 80, which is in use in my house for past 22 years has given me every satisfaction and I recommend it to any one requiring at good substantial and easy going Machine—G. D. Nariman Hyderabad Deccan.

FINEST VERY OLD SCOTCH WHISKY, from DANIEL CRAWFORD, 81, Queen's Street, Glasgow. This rare old Whiskey may be had from Messrs. FINLAY, MUIR & Co. Bombay.

AULD SCOTTIE.—The St. Andrew's Day Dinner WHISKY. For Sale at all Wine Merchants.

THE BOMBAY GAZETTE DESCRIPTIVE SHEET ALMANACK FOR 1905.—Only a few Copies available. Got up in a neat and an attractive style in colours on superior paper. Contains in brief valuable and useful information regarding H. E. the Governor's Personal Staff and Additional Members in Council, Gazetted Public Holidays and various departments of the Bombay Municipality, the Bombay Port Trust, the B. B. & C. I. Ry., the G. I. P. Ry., Bombay Post Office, the Stamp Schedule, &c. Price per copy ANNAS FOUR only. Apply at the "Bombay Gazette" Office, Meadow Street.

TO PRINTERS.—FOR SALE a CROWN FOLIO TREADLE MACHINE (by Harrold of London) in fairly good condition. For particulars apply to the SUPERINTENDENT "Bombay Gazette," Bombay.

WILL FORMS of DIFFERENT KINDS, Price 8 Annas Can be had at the "Bombay Gazette Office.

ELECTRO PLATING in Silver, Nickel, Gold, and Bronze, of finest finish and most durable quality, undertaken by THE BOMBAY ELECTRIC COMPANY, Electrical Engineers and Platers in ordinary to His Excellency the Governor of Bombay.

FOR SALE.—A TIBETAN-ENGLISH DICTIONARY, with Sanskrit Synonyms, by Sarat Chandra Das, Rai Bahadur, C.I.E. Revised and Edited under the orders of the Government of Bengal by Graham Sandberg, B. A., and A. William Heyde. Apply "Q." care of "Bombay Gazette."

MESSRS. OLIVER & Co.—Only Respectable and Trustworthy Servants of all denominations supplied. The original and only firm that supplies thoroughly efficient and reliable High Class Domestic Servants, Patronized by the Officers of the Services. Army and Navy as well as the Leading Clubs and Hotels. Especially First Class Goanese and Mahomedan Servants, for whom we guarantee. Fee, Bombay, Rs. 3, and Mofussil Rs. 5 for each servant.—No. 4, Church Gate Street, Fort, Bombay. Established, 1878.

FORMS OF POWER OF ATTORNEY, Neatly printed. Price 8 Annas. Can be had at the Bombay Gazette Office.

WM. HUTCHINSON & Co., East India Merchants and Agents, undertake all Agency business, 1, Trafalgar Building, Charing Cross, London.

BOMBAY GAZETTE BI-WEEKLY edition.—Issued on Wednesday and Saturday, giving all the News and Telegrams up to date. Subscription per Annum, Rs. 12; Half-yearly Rs. 6; Quarterly Rs. 3, to subscribers in Bombay: Rs. 15 to the Mofussil.

CHESTER BRAND HIGH GRADE of AMERICAN 125° Fire Test Oil, Imported by STANDARD OIL Co. of New York. Sold at their Godowns, Masagon.

GENUINE AMERICAN SNOW FLAKE OIL, 150° sold by STANDARD OIL Co., of New York, at their Godowns, at Masagon, and by Messrs. Kemp and Co., Ld., and Messrs. Phillips and Co., Ld., at Rs. 8-0-0 per case, at Bombay; and by Mr. J. C. Bhut, at Rs. 8-1-0 per case, at Bandora.

OVERLAND SUMMARY, PUBLISHED Weekly on the Departure of English Mail, 28 Pages of the "Pall Mall Budget" size, containing all the information of the previous week, carefully arranged. Army Orders, &c. Indian Subscription Rs. 12 per year, free of Postage; English Subscription Rs. 15 per year including Postage.

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DURING the Hot Steamy Weather when your Glasses persist in falling off your nose, a pair of "REVLUC" FRAME fitted to your own lense, will be found a great boon.

They are self adjusting
There is nothing to break
They are always Horizontal
They are the acme of comfort and very strong
No slipping off the Nose.

Prices of Frames only, inclusive of fitting:—

Nickel Rs. 3-8. Gold Rs. 35.

MARCKS & CO., LD.,
BOMBAY AND POONA.

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BANKS.

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CAPITAL (paid up) .....Rs. 15,00,000
RESERVE FUND (in Government Paper) Rs. 19,50,000

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London, Edinburgh, Dublin, and in all the principal towns throughout India.

CURRENT ACCOUNTS opened and interest allowed at 2½ per cent. per annum on daily balances from Rs. 500 up to Rs. 1,00,000, but no interest is allowed when the sum accrued does not amount to Rs. 5 half yearly.

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H. P. STRINGFELLOW,
Agent.
Elphinstone Circle, Bombay.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED CAPITAL.....£1,125,000
PAID UP CAPITAL.....£562,500
RESERVE LIABILITY OF SHAREHOLDERS.....£562,500

HEAD OFFICE:
60, Threadneedle Street, London, E. C.
LONDON BANKERS
The Bank of England.
The London Joint Stock Bank.
BRANCHES AND AGENCIES:
BOMBAY, KURRACHEE, CALCUTTA, MADRAS COLOMBO, KANDY, GALLE, SINGAPORE, HONG KONG and SHANGHAI.

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Rates for Fixed deposits for 12 months and shorter period to be ascertained on application.

The Bank undertakes the purchase and sale of Government Securities, Stocks and Shares, and receives same for safe custody, realising Interest and Dividends when due.

R. NICOLL,
Acting Manager.
Esplanade, Road Bombay.

COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.

HEAD OFFICE:—14, Rue Bergere.
LONDON 52—Threadneedle Street, E. C.
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CAPITAL...Fcs. 1,50,000,000. (£3,000,000.)

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BRANCHES in all Principal Towns of France, Bombay, Tunis, New Orleans, Melbourne, Sydney and all principal towns of Madagascar.

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Dividends, Coupons, etc., on Government Paper, and other Stocks Cashed for Customers without charge, if remitted Home through the Bank.

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WM. LLEWELLYN,
Manager.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CORPORATED BY ROYAL CHARTER.

CAPITAL.....£800,000
RESERVE FUND.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

HEAD OFFICE:
HATTON COURT, THREADNEEDLE STREET, LONDON.

AGENCIES AND BRANCHES:

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Madras	Bangkok	Shanghai
Rangoon	Batavia	Tientsin
Colombo	Sourabaya	Hankow
Penang	Manila	Yokohama
Thaiping	Cebu (Philippines)	Kobe
Medan, Deli (Sumatra)		New York

THE CORPORATION grant DRAFTS on the above Agencies and Branches and also on the principal Commercial Cities throughout the world; buy and receive for collection BILLS OF EXCHANGE, issue TRAVELLING LETTERS OF CREDIT and undertake general Banking Business of every description.

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FIXED DEPOSITS are received for twelve months at FOUR PER CENT. per annum. Rates for shorter periods may be ascertained on application.

GEORGE MILLER,
Acting Agent.
Esplanade Road, Bombay.

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Daily or thrice a week.—First Three Insertions, Four Annas per line (Rs. 2 per inch); Fourth and onward Two Annas (Re. 1 per inch); Twice or Once a week: First Three Insertions Four Annas per line (Rs. 3 per inch). Fourth and onward Three Annas per line (Rs. 1-8 per inch) Minimum Charges Rs. 2.

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A SPLENDID opportunity for Ladies and Gentlemen. Our stock of perfumery will be sold VERY CHEAP to make room for a fresh Consignment expected shortly. A large fresh and varied stock of Soaps, Toilet Requisits, Eau-de-Cologne of well-known Manufacturers such as Piesse Leubin, Colgate, Atkinson, &c., &c., is always available.

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Parsee Bazaar Street, Fort.

PRATT'S MOTOR-CAR SPIRIT.

DEODORISED NAPTHA OR GASOLINE.

BEST for Motor-Cars, Bicycles, and Tricycles; also for Naptha Lamps.

Owners of Motor-Cars, &c., should insist on getting this and no other. Can be obtained from all leading dealers in Motor Cars. Imported by

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E. DUCKETT & Co.,

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"BOOKLET" & "COMPLETE"

NEW MEMORIAL DESIGN BOOK NOW ON HAND.

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BANKS.

THE YOKOHAMA SPECIE BANK, LD.

SUBSCRIBED CAPITAL.....	Yens

HARVEY'S REMEDIES FOR THE HORSE.

EDOS,

THE TASTELESS PURGING POWDER

FOR HORSES, CATTLE & DOGS.

In three strengths, namely, 5, 6 and 7, respectively, equivalent to a 5, 6, or 7 dram ball of Aloes.

THE EDOS PURGING POWDER has been introduced to obviate the difficulty and unpleasantness of administering Physic Balls, and is rapidly obtaining favour with Horse-Owners, proving itself a thoroughly effective and convenient physic.

PER PACKET 9 Ans.

SOLE AGENTS :—THOMSON & TAYLOR,
BOMBAY, POONA AND KIRKEE.

TRY! TRY!! TRY!!!

DR. SPOONER HART'S

1. PREPARED MEAL No. 1 for DOGS. 2 PREPARED MEAL No. 2 for PUPPIES.
3. BISCUITS for DOGS. 4 PREPARED FOOD for POULTRY.
5. "NUTRIENT" (a rich Fluid Food given with the ordinary Food for HORSE and CATTLE).

1. Every Dog owner should use Dr. Spooner Hart's Prepared Meal No. 1 for Dogs, a staple diet of great value and equally suitable for all classes.

Re. 1-0 per 10-lb bag.

2. PREPARED MEAL No. 2 for PUPPIES.—This will be found "par excellence" the Food for them. Being soft and nutritious, Puppies thrive and fatten upon it and there is no fear of worms developing in the bowels (which Puppies are so liable to when fed on other materials) whilst they are on this food

Re. 1-0 per 10-lb. bag.

3. BISCUITS for DOGS.—An appetising staple diet for Sporting and other Dogs, and of great value to Shikar Parties, being easy of transport.

Rs. 2-0 per 10-lb. bag.

4. PREPARED FOOD for POULTRY.—Will double the profit of laying Birds and quickly increase the weight of Birds for the table, and is protective against disease.

Re. 1-0 per 20-lb. bag.

5. "NUTRIENT."—A fattening, conditioning fodder adjunct of distinction and unequalled value for maintaining condition. Horses and Cattle will fatten on it in a few days.

Rs. 3-0 per tin, with full directions.

R. S. HART BROS.,
CALCUTTA.

THE
LONDON DIRECTORY.

CONTAINING over 2,000 pages of condensed commercial matter, enables enterprising traders throughout the Empire to keep in close touch with the trade of the Motherland. Besides being a complete commercial guide to London and its Suburbs, the London Directory contains lists of:—

EXPORT MERCHANTS

with the Goods they ship, and the Colonial and Foreign markets they supply;

STEAMSHIP LINES

arranged under the Ports to which they sail, and indicating the approximate sailings;

PROVINCIAL APPENDIX

of Trade Notices of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the 1905 edition will be forwarded, freight paid, on receipt of Post Office Order for £1.

THE LONDON DIRECTORY CO., LTD
25, Abchurch Lane, London, E. C., ENGLAND

INTENDING ASSURERS ARE INVITED TO COMPARE THE RATES AND CONDITIONS OF

THE EMPIRE OF INDIA
LIFE ASSURANCE COMPANY, LD.

WITH THOSE OF ANY OTHER COMPANY.

HEAD OFFICE: 11, ELPHINSTONE CIRCLE, BOMBAY

THE PREMIUMS

Are so moderate that, at usual ages for assurance, Rs. 1,200 or Rs. 1,250 may be secured, from the first, for the yearly payment which would generally elsewhere assure Rs. 1,000 only—the difference of Rs. 200 or Rs. 250 being equivalent to

AN IMMEDIATE AND CERTAIN BONUS OF 20 TO 25 PER CENT.

ILLUSTRATIVE TABLE

SHEWING THE ANNUAL PREMIUM PAYABLE FOR VARIOUS KINDS OF POLICIES WITH PROFITS.

Age next Birthday.	Whole Life Assurances of Rs. 1,000. Whole Life Premiums.	Premiums Limited to 10 years.	15 years.	20 years.	Endowment Assurances of Rs. 1,000. Payable at death, or in 15 years.	20 years.	25 years.	Age next Birthday
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	
20	21 10	48 8	36 6	30 7	64 5	47 6	37 11	20
21	22 1	49 4	36 14	30 15	64 6	47 8	37 13	21
22	22 9	50 0	37 7	31 7	64 8	47 10	37 15	22
23	23 1	50 12	38 0	31 15	64 9	47 12	38 1	23
24	23 9	51 8	38 10	32 7	64 11	47 14	38 4	24
25	24 2	52 5	39 4	33 0	64 13	48 0	38 7	25
26	24 11	53 2	39 15	33 2	64 15	48 2	38 10	26
27	25 5	54 0	40 10	34 2	65 1	48 6	38 14	27
28	25 15	54 14	41 5	34 12	65 4	48 9	39 2	28
29	26 9	55 13	42 1	35 6	65 7	48 12	39 6	29
30	27 4	56 13	42 12	36 0	65 10	49 0	39 11	30
31	27 15	57 13	43 10	36 11	65 13	49 4	40 0	31
32	28 11	58 14	44 7	37 6	66 0	49 8	40 6	32
33	29 8	59 15	45 4	38 2	66 4	49 13	40 12	33
34	30 6	61 1	46 3	38 15	66 8	50 2	41 3	34
35	31 5	62 4	47 1	39 12	66 13	50 8	41 10	35
36	32 5	63 8	48 0	40 10	67 2	50 14	42 2	36
37	33 5	64 12	49 0	41 10	67 8	51 5	42 11	37
38	34 6	66 1	50 1	42 8	67 14	51 13	43 5	38
39	35 8	67 6	51 3	43 8	68 4	52 5	43 15	39
40	36 11	68 12	52 5	44 9	68 11	52 14	44 10	40
41	38 6	70 3	53 8	45 11	69 3	53 8	45 6	41
42	39 6	71 11	54 12	46 14	69 12	54 3	46 4	42
43	40 18	73 4	56 1	48 2	70 6	55 0	47 3	43
44	42 5	74 13	57 6	49 7	71 0	55 14	48 4	44
45	43 14	76 7	58 12	50 13	71 11	56 18	49 6	45

A PERSON OF 30 may secure Rs. 1,000 at Death by a yearly payment of Rs. 27-4 during The life Premium would generally elsewhere secure Rs. 800 only instead of Rs. 1,000.

OR, if unwilling to burden himself with payments during his whole life, he may secure the same sum of Rs. 1,000 by twenty yearly payments of Rs. 36, being thus free of Premiums before age 50; this premium being about the same at most Offices require during the whole term of life.

OR, if preferring to make provision for his old age or for his family in case of death, he may secure the same sum of Rs. 1,000 payable at age 55 or death by yearly payments of Rs. 32-11.

TO PROFESSIONAL MEN AND OTHERS

Whose income is dependent upon health, the Limited Payment System or Endowments Assurances is specially recommended.

E. F. ALLUM, General Manager.

OVERLAND SUMMARY.

PUBLISHED WEEKLY
ON THE DEPARTURE OF ENGLISH MAIL.

28 Pages of the "Pall Mall Budget" size, containing all the information of the previous week, carefully arranged. Army Orders, &c.
Indian Subscription Rs. 12 per year, free of Postage.
English Subscription Rs. 15 per year including Postage.

SHIPPING INTELLIGENCE.

THE steamer Wagner, 1295 tons, Captain G Gibson arrived in harbour yesterday from Portsaid in ballast.

THE steamer Mary Ada Short, 2385 tons, Captain R Sims, arrived in harbour on the 2nd instant from Genoa, in ballast.

THE steamer Shirley, 2198 tons, Captain A L Pritchett, arrived in harbour yesterday from Calcutta, with a cargo of coal.

THE steamer City of Madrid, 3124 tons, Captain W Greenhorn, will sail to-day for Karachi, with the same bottom cargo.

THE Hall Line steamer Aston Hall, 2322 tons, Captain C McFee, sailed yesterday for Karachi, with the same bottom cargo.

THE B I S N Co's steamer Lawada, 2024 tons, Captain C E Hedgeon, sailed yesterday for Calcutta via coast ports, with a general cargo.

THE steamer Trifels, 3033 tons, Captain R H C Feltrup, sailed on the 2nd instant for Karachi with a general cargo and Mr Stocker as a passenger.

THE B I S N Co's steamer Vita, 501 tons, Captain H Trouson, sailed yesterday for Karachi via Kathiawar coast ports, with a general cargo and passengers.

MAN-OF-WAR AND ROYAL INDIAN MARINE SHIPS.

IN GOVT. DOCKYARD.

H S M Perseus.....Comdr .....Hill..... .....RNavy
H M S Porpoise ..... Coundr..Bosham .....Royal Navy
H M S Lapwing ....Royal Navy
R I M S Comet .....Comdr .....Stocken .....R I Marine
De Investigator ...Capt T H Heming .. Surveying Steamer
Torpedo Boat Baluchi ....
R I M S Harding .....Comdr Baugh ....R I Marine

VESSELS IN THE HARBOUR.—JAN. 3.

Vessel.	Ton.	Capt.	Destination.	Date.	Agent.
India	3091	Forbes			M M & Co
Chusan	3852	Kerwick	China	28-12	P & O S N Co
Bulimba	1604	Kilpatrick			M M & Co
Eden (bque)	414	Souton			The Captain
Kasara	993	Chappell			M M & Co
Baron Innerdale	3190	Crackul	W & A Graham & Co		
Lansdowne	2157	Farquharson			M M & Co
Maros	4451	Kelway	&c.		K Nixon & Co
Arabia	4167	Leigh			P and O Co
Nairung	2662	Sandilands			T M & Co
Bhundara	3315	Swanson			M M & Co
Ujina	3435	Honeywood			M M & Co
Dagfred	659	Anderson			F F Campbell & Co
Albion	650	Ralston			F F Campbell & Co
Ormedale	2304	Hamilton			T Morrison & Co
Imaum	2704	Penberth			K Nixon & Co
Kangra	1478	Henderson			M M & Co
Pernicia	2178	Faulkner			A Montocheff
Plassy	4011	Seymour	Southampton		Transport
Arcadia	3014	Cutbush			P & O S N Co
Sir W T Lewis	2287	Kelly			
Mohammadi	1252	Galley			B & P S N Co
Kola	493	McDiarmid			M Mackinzie & Co
Loodiana	2124	Sharp			M Mackenzie & Co

VESSELS IN DOCKS.

PRINCE'S DOCK.

B City of Madrid 3124 Greenhorn Kurrachi 4-1 R Nixon & Co
C&R Regent...2104 Cook ...Antwerp...6-1 J Mackintosh & Co
D&E Aston Hall...2313 McFee ...Karachi ...3-1 K Nixon & Co
F Clan Mackinnon...3049 Jones...Dunkirk...13-1 F Muir & Co
G Mohammadi ...1252 Galley.....R S Ports 6-1 B & P S N Co
H Laura ...2014...Cour ....Gen ....4-1 W and A G & Co
K Palistrina.....2809 Eilec Hull.....6-1 J Mackintosh & Co
L Kaveri .....844 Falcoers.....Repairing..... Shephord & Co
M Wharidale.....1852...Alexander...Antwerp...3-1 M M & Co
N Bozgrove.....2150 Mabley.....Antwerp...10-1 J M'kish & Co
O Dardania...2262 Soloietich...Hamburg...3-1-03 T M'ton & Co
P Nerdhvalen.....2121 Brine.....Baltimore ...3-1 R A Wilis
Q Sir W B Lewis...2307 Kelly .....N F....W & A G & Co

H. WALL P. DOCK.

Indravati .....518 Mahomed.....Bhavenagar ...3-1 Shprd & Co

Alongside.

Wagner .....2206 Gibson .....

VICTORIA DOCK.

Shed.	Vessel.	Ton.	Capt.	Destinations.	Date.	Agent.
1	Nubia	3845	Tillard	China	5-2	P & O S N Co
2	Olympia	2809	Osborn	Liverpool	4-1	W & A G & Co
3	Director	3161	Mickenaff	Genoa	5-1	K Nixon & Co
4	Capri	2783	Belaito	China	17-1	F Creco
5	Scottish Monarch	2748	Patey	Dunkirk	6-1	W & A Graham & Co
6	Oriel	2174	Meddrell	Amsterdam	5-1	K Nixon & Co
8	E F Verdinand	3843	Matcovich	Calcutta	4-1	A L S M M
12	Arabia	4167	Leigh	London	7-1	P & O Co
15	Illenia	2728	Scopmich	Trieste	5-1	A L S N & Co
16	Penlee	2451	Christophens	N F	15-1	K Nixon

V. DOCK H. WALL.

Vita .....420 Trouson.....Karachi .....2-1 M M & Co

M. DRY DOCK.

Kasara .....M M & Co

ARRIVALS.

Jan.	Vessel.	Commander.	From
2	Mary Ada Short s..	Sims	Genoa
3	Wagner s.....	Gibson	Portsaid, Dec 26
	Shirley s	Fritchett	Calcutta, Dec 23
	R I M S Hardinge.	Baugh	Calcutta, Dec 27

DEPARTURES.

Jan.	Vessel.	Commander.	Destination.
3	Bulemba s	Kilpatrick ..	Persian Gulf, &c
	Vita s	Trouson	Karachi, &c
2	Trifels s	Feltrup.....	Karachi
3	Aston Hall s	McFee	Karachi
	Lawada s	Hodgson	Calcutta, &c
	Ashruf s	Newby	Jedah

The steamer City of Madrid, Greenhorn, for Karachi, obtained her portclearance yesterday.

The following vessels began to load yesterday:—
Steamer Wagner, for Liverpool, &c
" Dumra, for Persian Gulf
" Nubia, for China, &c
" Mohammadi, for Jedah
" Arcadia, for Aden, &c

(REUTER'S TELEGRAMS.)

STEAMER MOVEMENTS.

The Clan Line steamer Clan Ranald, arrived at Suez from Colombo, Madras and Calcutta on the evening of the 1st instant.

The same Co's steamer Sutherland, arrived at London on the evening of the 1st instant.

The German East Africa Line steamer Reichstag arrived at Zanzibar from Bombay on the 3rd inst. via Mombasa.

DAILY EXPORTS.—JANUARY 3.

FOR LIVERPOOL.

Olympia s— 500 cwt myrabollams E Comersey.

FOR ANTWERP.

Regent s—6000 cwt wheat Volkart Bros: 1000 cwt linseed and 2151 cwt gi gellyseed E D Sassoon and Co; 1320 cwt teaseed Ralli Bros.

FOR MARSEILLES

Olympia s—1500 cwt gi gellyseed John Fachiri 2240 cwt wheat 5524 cwt linseed and 27800 cwt teaseed Ralli Bros 35 bales hemp Kidney Reeve and Co.

FOR DUNKIRK.

Scottish Monarch s—4000 cwt linseed M C Michaillidi and Co

FOR TRIESTE.

Illenia s—2079 cwt rapes oil 6006 cwt linseed and 733 bales cotton Ralli Bros.

FOR VENICE.

Illenia s—150 bales cotton Ralli Bros.

FOR GENOA.

Laura s—6026 cwt. linseed and 2000 cwt rapeseed Ralli Bros.

FOR HULL.

Palestrina s—2000 cwt wheat Ralli Bros.

FOR HAMBURG.

Dardania s—3715 cwt linseed 4418 cwt rapeseed Ralli Bros.

FESTIVITIES AMONG KHOJAS.

For the last two days, festivities on an extensive scale have been going on among the Khoja inhabitants of the city in connection with the celebration of the birthday of H. H. the Aga Khan, which occurred yesterday. These festivities were carried on regardless of expense in three different places, namely the extensive grounds attached to His Highness's bungalow in Nesbit Road, the Jumaikhana in Khadak Road, and the Imambarra Khoja chawls in Old Jail Road. All these places were decorated with flags, bunting, rich draperies, and festoons of evergreens and flowers. Shamianahs were erected, from the canopies of which were suspended crystal chandeliers and numerous lamps in addition to a number of Kitson's lights for illumination in the evening. Costly fireworks were let off in the compound of the Nesbit Road bungalow on Monday evening in the presence of the heads of the community, including Kamaria Ismailbhoy Kasmanl, Messrs. Joonabhoy Jan Mahomed, Vali Mahomed Firmabhomed Ebrahimbhoy, Mahomed Rowjee Ahmedbhoy Dawjee, Mowjibhoy Heerjee, Virjibhoy Ismail Kamaria, Cassumbhoy Visram, and many others. The three places mentioned were illuminated on Monday and last evening. The shamianahs were crowded during the day and on the early evenings by Khoja women and children, who seemed to thoroughly enjoy the celebration in honour of their spiritual head, and invoked Divine blessings for his good health and happiness. The festivities were continued more briskly yesterday afternoon, when dinner and sweetmeats were provided at the Jamatkhana at Khadak for som. fifteen thousand persons—men, women, and children

VALUABLE DISCOVERY FOR THE HAIR.—If your hair is turning grey or white or falling off use The Mexican Hair Renewer, for it will positively restore in every case grey or white hair to its original colour without leaving the disagreeable smell of most Restorers. It makes the hair charmingly beautiful as well as promoting the growth of the hair on bald spots where the glands are not decayed. Ask your Chemists for The Mexican Hair Renewer. Sold by Chemists and Perfumers everywhere. Wholesale Depot, 33, Farringdon Road, London, England.

PERHAPS YOUR TROUBLE
IS KIDNEY DISEASE.

KIDNEY DISEASE comes on quietly—may have been in the system for years before patient suspected the real cause of his trouble.

There may have been headaches, limb aches, neuralgia, sciatica, rheumatism, a nervous, irritable feeling, or a generally weak, tired feeling, weak heart swelling of the flesh, puffy eyes, etc.

He did not know that these were symptoms of kidney disease and so he doctored the symptoms, and not the kidneys.

Thus the trouble kept growing worse, until disturbances of the water appeared, or there was gravel, or retention of urine, or backache—or some such plain sign of kidney trouble that there could be no doubt.

Doan's Backache Kidney Pills should be taken at the first sign of anything wrong. There is no other safe way, because kidney diseases are the most dangerous of all, except consumption. Doan's Pills strengthen the kidneys and help them to properly perform that most important of all functions—the filtering of the blood—help them to flush off and carry away with the surplus water, all these impurities which the blood gathers up in its circuit of the body. In no other way can you be well.

A free sample of Doan's Backache Kidney Pills will be sent to any reader of this paper, on application to FOSTER McCLELLAN Co., 8, Wells-street, Oxford-street, London, W., England. Please mention the name of this paper. Doan's Backache Kidney Pills may be had from all Chemists.

FROM TO-DAY

RUDGE WHITWORTH BICYCLES

WILL BE SOLD AT

Rs. 165

FOR CASH ONLY.

J. A. KIRKBRIDE & CO.,
60, TAMARIND LANE.

COMMERCIAL INTELLIGENCE

THE Market is closed on account of New Year's holidays.

THE BANK OF BENGAL.

The net profits of the Bank of Bengal for the past half year, including the amount brought forward from the previous half year, amounts to Rs. 17,81,423, which have been disposed of as follows:—In payment of a dividend at the rate of 10 per cent. per annum, free of income tax, Rs. 10,00,000, transferred to reserve fund, Rs. 3,50,000, transferred to pension fund, Rs. 50,000, carried forward to next half year, Rs. 3,81,423, total Rs. 17,81,423.

THE YOKOHAMA SPECIE BANK.

The local Manager of the Yokohama Specie Bank Limited, has received a wire from the Head Office announcing that the net profit for the last half year ending 31st December was yen. 1,380,000.

COMMERCIAL AND FINANCIAL NEWS.

LONDON, JAN. 2.

The Liverpool Cotton Market closed	....
Surats	....
Good Bhowtaggar	....
The Manchester Market has been	....
2½ per cent Consols	85 11-16
2½ per cent Rentes	98
3½ per cent Sterling Loan	106 1-4
3½ per cent Rupee Papers	65 3-8
Bar Silver	23 3-8

BOMBAY LIGHT HORSE.

SQUADRON ORDERS, BY MAJOR T. W. CUFFE A. D. C, COMMANDING Bo. L. H.

Bombay, January 4, 1905.

1. The Inspector General of Volunteers will inspect the Corps dismounted on the Santa Cruz Rifle Range on Thursday the 5th instant, at 7 a.m.

Members must catch the train leaving Church Gate Station at 6-15 a.m. Bombay Time.

Dress—Drill Order, Khaki, with Carbines and accoutrements.

By Order,
F. A. REDDIE, Lieut.
Acting Adjt. B. L. H.

BOMBAY VOLUNTEER ARTILLERY.

REGIMENTAL ORDERS, BY LT.-COL. LOUIS F. RUSSELL, COMMANDING B. V. A.

Bombay, January 4, 1905.

1. The Inspector General of Volunteers will inspect the Corps as under:—Nos 1 and 2 Companies—Wednesday (to-day) at 9.p m at Colaba North Fort 6th B L Gun Drill

Dress—Khaki Uniform F S Caps Putties not to be worn.

By Order
A. STIFFE, Capt. R. B. A.,
Adjt. B. V A.

BOMBAY VOLUNTEER RIFLES.

REGIMENTAL ORDERS BY LIEUT-COL. E. FERRERS NICHOLSON, V. D, COMMANDING.

Bombay January 4, 1905.

1. The Battalion will parade at Santa Cruz Railway Station, B, B, and C, I, at 6-30 a.m., (Bombay Time) on Thursday next, the 5th instant, for Inspection by the Inspector-General of Volunteers.

Dress—Drill Order, Bandoliers, Helmets and putties.

Special carriages will be attached to the train leaving Colaba at 6-15 a.m (Bombay Time). Railway fares will be paid for those joining this train at Colaba Church Gate, Marine Lines, Charni Road, Grant Road, Mahalaxmi and Dadar Stations. Members travelling from Stations on the G. I. P. Railway will pay their own fares which will be refunded.

2. The 113th Bombay Infantry Rifle Range at Santa Cruz and the Rifle Range at Ghat Cooper will be available for Class-firing daily until further orders. The Commanding Officer trusts that members will take advantage of this and that Section Commanders will get their Sections out the Range so that their Sections may complete their Class firing as soon as possible, and the Range may be reserved for practice for the Rifle Meeting.

3. "A" and "C" Companies will parade to-day, Wednesday, the 4th instant, at the Sir Richard Temple's Statue at 8-p.m.

Dress—Plain Clothes, Rifles and Side Arms.

4. There will be Section Company Drill for "D" Company as the back of the Telegraph Quarters, at 5 p.m., to-day Wednesday the 4th instant, and every Wednesday until further orders.

Dress—Plain Clothes, Rifles and Side Arms.

5. "E" Company will parade at the Sir Richard Temple's Statue, at 8 p.m., to-day, Wednesday, the 4th instant,

Dress—Plain Clothes.

6. There will be Instruction Drills for Officers only at Headquarters at 8 p. m. to-day, Wednesday, the 4th instant,

7. The following members having joined are taken on the strength of the Corps from this date and posted to Companies as follows:—No. 2905 Vol E H Hawes to "A" Coy and No. 2904 Vol C Calvert to "F" Coy.

8. The Cops Rifle Meeting will take place at Ghat Cooper from the 15th to 20th January 1905, both days inclusive. Prospectis of the Meeting can be obtained at Head-Quarters, where entries should be made as early as possible.

Matches in Class C of the Prospectus will be fired for at Ghat Cooper on Saturday afternoon of the 14th and 21st Instant, commencing each afternoon at 2. 30. p.m.

Attention is invited to Bye-law 4 of the Prospectus Viz:—For all entries made on the Range for Matches 1, 2, 3, 4, and 5 an extra charge of 4 annas will be charged for each match.

Matches IV and V are only open to those who have completed their Class Firing before the meeting.

By Order,
G. D. PRICE, Captain,
Adjutant B. V. R.

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES, DEATHS and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2 for six lines or less, and 8 as. for every additional lines CASH strictly in ADVANCE.

BOMBAY.

DEATH.

DA CUNHA—January 3, at Telegraph Quarters, P. L Da Cunha, Telegraph Master, deeply regretted by his sorrowing wife and children. Funeral Cortege will leave Telegraph Quarters at 4-30 p.m., to-day (Wednesday), arrive Matunga Cemetery at 5-30 p.m.

OTHER PRESIDENCIES.

BIRTH.

KIRBY—December 27, at Darjiling, the wife of C Kirby, of a son.

MARRIAGE.

WADLEY—MARTIN—December 28, at Mooriah, Champaran, the residence of A L Harman Esq, by the Rev R Yates, Frank Percival Wadley to Lilian Olivia Martin.

DEATH.

DAVYS—December 28, at Paharghoomiah Tea Estate, Silliguri, Alan William Owen Davys, aged 48 years.

PURE BLOOD.
KEMP'S
"CLOVERINE."
RED CLOVER BLOOD MIXTURE,

A Compound Elixir of Trifolium with Iodide of Potassium.

An excellent preparation for cleansing the Blood from all impurties such as Salt, Rheum, Acne, Boils, Scrofula, Hives, Ulcers, Pimples, Erysipelas, Syphilis, Rheumatism, Itch, Climatic Eruptions, and other diseases in which the System requires cleansing.

Endorsed by the Entire Medical Profession, who place this combination at the head of all preparations for purifying the Blood.

Price, Rs. 1-4 per bottle.

PREPARED ONLY BY
KEMP & CO., LD.,
HIS EXCELLENCY'S CHEMISTS,
BOMBAY.

BOMBAY.

TO-DAY.

Sun rises, 6h. 35m. Sun sets, 5h. 36m. High water, 10-2m., 11-1a. Low water, 4-20m., 4-7a.
Municipal Standing Committee, 3-30 p.m.
Madame Otway's Concert, Town Hall, 9-30 p.m.
Warren's Circus, 9 p, m.
Bombay Exhibition, 3 to 11 p.m.
Novelty Theatre, Eugen Sandow's performance.

A FORTHCOMING MUSICIAN.—Master Clarence Mangan, a former pupil of St. Mary's College, Bombay, has obtained two diplomas from the London College of Music for having passed an examination in pianoforte and violin playing.

POSTAL NOTICE.—Reduced rates of postage will be applicable on and after the 1st January 1905 to postal parcels for the British Protectorate of Somaliland as under:—For a parcel—not over 3 lbs. annas 12; over 3 lbs., but not over 7lbs., Re. 1 and annas 8; over 7 lbs., but not over 11 lbs., Rs. 2 and annas 4.

BHOWNAGAR NOTES.—The Bhownagar loan of 15 lakhs of rupees is now almost covered, writes our correspondent. A sumptuous dinner was given on Sunday night, in honour of Sir M. M. Bhownaggaree, when about forty persons sat down. On Monday morning, the Station platform was packed by the leading people of Bhownagar and others who were present to see Sir Muncherjee off. He was profusely garlanded and as the train steamed out, there was a shower of flowers and cheers were raised. Amongst those present were: Mr. P. D. Patri, the Divan Saheb, the Naib Diwan, the Chief Medical Officer, the late Diwansaheb Vithaldas, his brother Laloobhoy, the late Revenue Commissioner, the Political Judges and others.

ACCIDENT AT THE RAILWAY WORKSHOPS.—At the Morgue, yesterday Mr. P. Byrne, Coroner, for Bombay, conducted an inquest, relative to the death of Kaloo Peera, a bricklayer, aged thirty-five years. The evidence showed that on Monday last, the deceased along with several other co-workers, was engaged in building a wall at the B. B. and C. I. Railway Workshops at Parel. They were standing on a scaffolding erected by the side of the wall which they were building at a height of about twenty-five feet when a part of the wall gave way and fell towards them. The deceased was carried down by the falling wall and a part of the debris fell on him, killing him almost on the spot. The other workers clung to the uprights of the scaffolding and saved themselves. The cause of the collapse of the wall was not known. The jury returned a verdict of accidental death.

A SHOP-LIFTER SENT TO JAIL.—Before Mr. P. H. Dastur, at the Mazagon Police Court, yesterday, Inspector Sullivan charged Tricum Runchor, a young Hindu with stealing gold embroidered caps, and gold lace of the collective value of Rs. 110, the property of Krishnaji Runchor and four other dealers in gold embroidered articles having their places of business at Kalbadevi, Bhendy Bazaar Roads, &c. It appears that during the last month, the accused visited the shops in question on different occasions on the pretext of making purchases, and walked away with whatever he could lay his hand on, as soon as he found the shopkeepers otherwise engaged. The accused was arrested on Monday, and on inquiry it was ascertained that on one occasion he was accompanied by one Waghji Hirji and on another by one Shivlal Hirji. The accused pleaded guilty to all the charges and was sentenced to an aggregate term of fifteen months' rigorous imprisonment. Waghji and Shivlal were then charged with the abetment of the offence, and were sentenced to three months, and fone month's rigorous imprisonment respectively

MUSIC AT THE EXHIBITION.—By kind permission of the Officer Commanding the Band of the 113 Infantry will play the following programme of music at Messrs. Green and Co.'s Exhibition Restaurant to-day from 7 to 9 p.m. :—

March	Connestient	D W Reeves
Larceors	Sharpum	T J Jackson
Valse	Terero	Translateur
Selection	A Runaway Girl	Iran Caryll
Gavotte	Alocera	C Co h
Aria	L Asaldio, de Arlein	Verdi
Scotch	Dinah's Jubile	Karl Kaps
Galop	Wie Der Wind	Faust

The following programme will be played by the Band of 104th Wellesley's Rifles at the Exhibition to-day :—

1st Programme, from 5 30 to 7 p.m.

March	Argandab	Brompton
Overture	Schubert	Suppe
Selection	The Toreador	Ivan Caryll
Valse	Soirie D Ete	Waldteufel
Selection	Folk Songs of Italy	Ramperzotti
Galop	Queen Victoria	Hecker

2nd Programme, from 9 to 11 p.m.

March	The Welsh Brigade	Farnsworth
Overture	La Part Du Diable	Aubre
Valse	Beauty's Daughters	Lowthian
Selection	Patience	Sullivan
Polonaise	Mankin	Faust
Cake Walk	At a George in Camperdown	Mills

BROACHING CARGO AT SEA.—At the Mazagon Police Court, yesterday, before Mr. P. H. Dastur, Sub-Inspector Williams charged Jamal Dada, tindal of a kotia, with criminal breach of trust as a carrier in respect of fish-maws of the value of Rs. 35, the property of one Abdul Rahimtoola, a fish-merchant. Mr. Athavle, pleader, defended the accused. The evidence showed that the accused was entrusted with fifteen packages of fish-maws at Kadinar in Kathiawar to be brought down to Bombay. The boat arrived in Bombay about five days ago, and the complainant on taking delivery of the cargo, discovered that nearly all the packages were torn and again sewn up. He examined the contents, when it was discovered that some of the fish had been extracted from all the packages. He questioned the accused, who denied all knowledge about the missing fish. Subsequently the complainant received certain information in consequence of which he went to the boat and found the missing fish concealed therein. A report was made to the police, who arrested the accused. The Magistrate convicted the accused and sentenced him to two months' rigorous imprisonment and to pay him a fine of Rs. 50, with the alternative of two months' further imprisonment.

A TIFF.

HOOLEY AND LAWSON HAVE WORDS.

THE fourth week of the trial of Ernest Terah Hooley and Henry John Lawson was entered upon at the Old Bailey on Monday before Mr. Justice A. T. Lawrence.

The defendant Hooley was further cross-examined by the Solicitor-General.

The Solicitor-General: Is your case that you were deceived by Lawson?

Mr. Rufus Isaacs: Surely that is a question for me.

Witness: I was certainly deceived and I say I never conspired to rob anybody.

Witness went on to deny that he ever had anything to do with the promotion of Lawson's companies, except occasionally lending him money for preliminary expenses.

The Solicitor-General then read an affidavit made by Hooley in which he described certain statements of Lawson in an action as a tissue of falsehoods.

Witness said he considered Lawson's action disgraceful, and yet he continued his relationship with Lawson.

Lawson: It must not be taken that I agree to the contents of that document.

The judge: No; you can cross-examine upon it afterwards.

When Hooley returned to the dock from the witness-box to get his overcoat at the luncheon adjournment he was vigorously attacked by Lawson, and a wordy warfare ensued between them. Lawson was very excited, but in the end he seemed to be satisfied with Hooley's explanations. The arguments was resumed in the dock when the defendants came back from lunch, but Hooley went off to be cross-examined by Lawson, and the most amicable relations appeared to exist between them.

In reply to Lawson, witness said at one time Lawson owed him £40,000, and he had no security beyond Lawson's bills or note of hand.

Answering Mr. Isaacs, witness said he did not disguise the fact that he was an undischarged bankrupt. When asked if he had paid his creditors, with tears in his eyes, he replied that he had paid most of them.

Witness's examination was concluded.

On Tuesday Lawson was early in his place in the dock sorting his papers. Hooley also early resumed his place in the corner of the dock.

Mr. H. L. Griffin, called by Lawson, said he was one of the pioneers of the cycle and motor-cars. He had a high opinion of Lawson's motor-wheel and its immense possibilities.

Lawson: Did I not invent the lady's safety bicycle?

Witness: You did; hitherto the only lady's bicycle was on the high principle.

Mr. Rufus Isaacs then addressed the jury in defence of Hooley, who, he said, had been the victim of irresponsible criticism. They had nothing to do with anything but the evidence. It had not yet become a crime to buy in the cheapest market and sell in the dearest as Hooley had done.

After a long legal argument Mr. Rufus Isaacs submitted that Paine knew his way about and was not easily deceived. His cupidity had been aroused by his success, and he had completely lost his head. Referring to Paine at a later stage, Mr. Isaacs asserted that his evidence was such that the jury should refuse not only to hang a dog upon it but even to burn a hair of a dog's tail. Paine had altered the count roll of his cheque book, but the original memorandum bore out the case for the defence. He was attempting to swear away the liberty of the defendants because his speculations had been unfortunate. Throughout the case Paine had never lost an opportunity of driving a nail into Hooley's coffin.

Mr. Rufus Isaacs concluded his speech in defence of Hooley on Wednesday. The defendants had a long and amicable conversation in the dock before the judge arrived.

Lawson endeavoured to prove through Mr. Maine, an accountant, the payments of considerable sums on behalf of the Construction Company, which did not appear on the books of the company. The judge said that this must rest on the mere statement of Lawson, unless he had legal evidence.

Lawson (interrupting excitedly): My lord, is the Solicitor-General entitled to keep on saying "they" did this and "they" sent this telegram? I had nothing whatever to do with the telegram, and did not know it had been sent.

Neither the judge nor the Solicitor-General took the slightest notice.

THE JUDGE DECLINED.

Mr. Justice Ridley was confronted with an action which called for knowledge of the machinery used in the weaving industry. Plaintiff's case, counsel explained, was that defendants were infringing their patent of a "dobby." After a brief inspection of model and photographs, his lordship expressed his inability to understand why the case had been assigned to him.

Mr. Terrell K C, for the defendants, said that in a previous action of a similar kind between the same parties, it had taken him the best part of a week to understand what the plaintiffs' case was.

His lordship thereupon absolutely refused to hear the case without the assistance of an assessor. The parties agreed in the choice of an expert engineer to assist the judge, and the case was adjourned for his attendence.

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The EXHIBITION will be OPEN to LADIES and PURDAH LADIES only on THURSDAY, 5th January, 1905, from 9 A.M. to 12 NOON.

NO MALE Visitors will be allowed Admission except the persons in charge of Stalls and Courts.

VITHALDAS DAMODER THACKERSEY, Chairman, Exhibition Committee.

CAFE CHANTANT AT THE EXHIBITION Under the Direction OF Mr. WILL LANSDOWNE,

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NOTICE TO CORRESPONDENTS.

*** All communications intended for publication in our columns must be addressed to THE EDITOR and not to any individual member of the staff.

The Bombay Gazette

WEDNESDAY, JAN. 4, 1905.

THE FALL OF PORT ARTHUR.

WHILE the Tsar was urging his soldiers in Southern Russia to go forth and win fresh glory and they were wondering what former glory his Majesty had in his mind, General Stoessel was hauling down the flag at Port Arthur. The defence of Port Arthur has been the one redeeming feature of the part the Russians have played in the war. The Mikado has magnanimously wired a tribute to General Stoessel's gallantry and ordered that all military honours shall be shown to him. It is as little as he could do, for General Stoessel's has been a feat which has won him the admiration of the world, though doubtless there are thousands of Russians execrating his name this morning. It may be taken for granted that the outlook had become so dark that no other course was open before he wrote to the enemy an admission that further resistance was useless. They were to fight to the last man, we were told, but that was never accepted literally. They have not fallen very much short, however, for we find this morning's telegrams that there are fifteen thousand sick and wounded at Port Arthur and that the available garrison of five thousand is composed of convalescents. We should view the report of the "catching" fire of three warships with suspicion, were it not for the further information given in the Japanese official telegram, for surely the terms on which surrender was accepted would stipulate the handing over of all material and of all Russian Government property as it then stood. The blowing up of the Sevastopol would probably also be found to have been contrary to stipulation. The Japanese could have turned them to very good account. But the destruction of the ships and the escape of the destroyers will mean a great deal to Russia—absolutely certain defeat to the Baltic Squadron, should it indeed be compelled to leave its present safe quarters at Madagascar. Those at Chinese ports must disarm.

If Port Arthur could have held out until the arrival of the Baltic Fleet, it would have been greatly to Russia's advantage. It kept employed a large army of men which can now be withdrawn into Manchuria. Holding Port Arthur gave Russia time to recognise that the whole Japanese movement turned upon the control of the sea, and had not the same dilatoriness and corruption, which led to disaster in the beginning, again had sway, a fleet might have been despatched to reach the scene and turn the scale. So long ago as August last, Captain Mahan, the eminent naval authority told the world that, even before the date he wrote, the aggregate of Russian naval force might have been made very decidedly superior to that of Japan and the problem of bringing the separated sections into co-operation against a concentrated enemy, though difficult, would be by no means hopeless. Success, he wrote, would have ended the war. Japan recognised that Port Arthur was the key, not only to the naval war but to the whole campaign, land and sea. And General Kuropatkin gained many advantages from the siege. It was pointed out by the critics that the defence of the port must not be looked upon as an isolated consideration, dependent upon its particular merits, but as a part of a general plan of operation. Every day it held out, wrote Captain Mahan, was "a gain, not perhaps for itself, but for Russia. No principle of warfare is more fundamental than that no one position stands, or falls, for itself alone, but for the general good. . . Whether Port Arthur has, or has not, obtained for Kuropatkin all the time needed to organise a campaign remains to be seen, but I think the verdict of history must be that such was the tendency of its resistance, and that failure must be attributed to insufficiency of means, not to error in strategic conception. The time, it has held out, justifies the risk taken in the original calculation." The continued retension of Port Arthur might have proved as distinctive and determinative a factor in the general campaign as Ladysmith did in the Transvaal. Port Arthur meant the great need of all defence, but especially of "that particular defensive which requires time to organise resources incontestably superior." It imposed upon the Japanese two objectives, two points of the utmost importance between they had to choose, whether to concentrate upon one or divide between the two, and at a moment of general numerical inferiority, it retained in the fortifications of the place a passive strength, which is always equivalent to a certain number of men—the number namely, by which the besiegers must outnumber the besieged. These numbers were Port Arthur and the discomfiture of the Northern Russian Army necessary to assure the Japanese the control of Korea and the release of Manchuria and the professed motives of the war.

The consensus of opinion in diplomatic circles, according to Reuter, is that the fall of Port Arthur will only prove an incentive to renew the struggle more vigorously, that Russia will not spare her efforts to recapture the place or compel submission indirectly. Diplomatists do not close their eyes to the internal condition of Russia or fail to recognise that the condition has to be taken into account when discussing future plans. Russia would do well to make that the first consideration. To us it seems the time has arrived when negociations for peace might appropriately be discussed. What Japan said to Russia a year ago was practically this:—"Let us agree reciprocally to recognise each other's preponderating interests in Manchuria and Korea respectively. Let us agree that each shall be free to protect these interests by any means short of impairing the independence and territorial integrity of China and Korea. Let us agree to respect that independence and that territorial integrity. Let us agree that the principle of equal opportunities for all shall be maintained alike in Manchuria and in Korea." Has not the time arrived when that proposal may be again put to Russia? We think it has.

INDIAN TOBACCO. A STATEMENT recently published by the Madras Government, referring to the cultivation of tobacco, and showing that it is capable of very great improvements, contains much information that will be interesting to smokers. The difficulty in the way of improvement is, as usual, the apathy of the cultivator. He is quite satisfied with his own system, and although the tobacco manufacturers offer better prices for carefully selected and well-fermented leaf, he will not be tempted to alter his time-honoured methods. An attempt was made fifteen years ago to improve the curing of the leaf at Vadasandur, but the results were not very encouraging. The Department of Agriculture now proposes to take up the question of tobacco again, and on this occasion they intend to start a station for experimental investigation somewhere near Dindigul. As usual among Indian cultivators, no importance is attatched to the essential necessity of getting the best seeds. Mr. C. S. Stuart, the Deputy Director of Agriculture, tried to drive this point home to the cultivators in a recent address at the opening of the Agricultural Show at Conjeeveram. Its importance cannot be two often insisted on, and is one of the main differences between the careful cultivation of the West and the haphazard methods in India. It seems that with tobacco the custom has been to allow a few plants in each crop to grow up until they seed. Then manuring has not been systematically carried on. It is applied anyhow and not evenly distributed, with the natural result that the requisite uniformity of quality and size in the leaf is lost. Then, again, the methods of harvesting are bad. The plants are cut down wholesale, instead of the leaves being plucked off as they ripen. Besides they are often covered with sand. As a rule the plants, after being all cut are hung out in the sun to wither, but being too closely packed together, some stems dry, while others remain green, and as they are all thrown in a heap into a shed to ferment the partially dried stalks cause excessive heat and spoils the colour of the leaves. Lastly the cultivator does not sort his tobacco, but ties the whole crops in bands, placing the small leaves well inside and the larger ones all round.

THE ALBANIAN QUESTION. The Balkan Committee, which is anxious to avoid anything like partisanship in its study of the Near Eastern problem, has made an interesting departure by holding a conference to discuss the Albanian question. There is no doubt that, despite their religious differences and their exceedingly primitive level of culture, the Albanians are making rapid advances towards national unity by means of the revival of their language. The closing of their schools and the prohibition of Albanian books by the Turks have only increased their determination to reach civilisation through their native tongue. The Moslems have never become Orientalised, never identified themselves with the Turks, nor acquired a spirit of religious fanaticism. They demanded autonomy somewhat feebly in 1878, but now the reopening of the Macedonian question has revived their political aspirations. Unfortunately there is no serious political organisation within Albania itself, and such plotting and dreaming as there is goes on among the very numerous exiles and emigrants in Roumania and in Italy. Prince Ghica, who claims to be the leader of the movement among the 15,000 exiles in Roumania, was present at the Balkan Committee's Conference. He spoke fluently in excellent French and explained his plans, which include an armed revolt this year. Only a bold experiment will show how far the movement has progressed within Albania itself, and how far the various clains and sects are ready to accept him as their Chief.

A BOOK OF THE SEASON. A NOTATBLE book of the Season, from the Anglo-Indian standpoint, is "The Church in Madras" by the Rev. Frank Penny, published by Messrs. Smith, Elder and Co. It is an authentic and authoritative history of the Church of England in Madras during the 17th and 18th centuries, and an admirable exposition of Ecclesiastical and Missionary policy of the East India Company during the centuries that they were left uncontrolled in such matters by the proselytising zeal of the middle class English people at home, who no less then, than now, confounded the highly literarary and profoundly devout Hindus of India with the savage pagans found among the "negro", or true "black races of Africa, and the aboriginal Mongolian races of America. Mr. Penny's text is supported by 33 illustrations of the most interesting character, and beside being a comprehensive and detailed record of Church history in Southern India is also quite indirectly a storehouse of Anglo-Indian family history. It is a book which should be in the hands of every Anglo-Indian, proud of his country and Church, and of the connection his forefathers may have had with India during the past 300 years. Some learned chaplain of Bombay should bring out a similar volume on the Church in Western India.

CHURCH BELLS AND CUSTOMS. IT will interest students of Customs curiosities to know that the beautiful peal of bells which Sir Charles Cayzer M. P. presented to the Colaba Afghan Memorial Church were seized by the Customs and held up to ransom. The amount fixed by the pirates was Rs. 534. Seeing that this gift was for a church, a public building, and for a church built as a military memorial, and seeing that the church is the property of Government, and that the bells became the property of Government, it would seem to most people that they should be admitted free of import duty. The Ecclesiastical authorities, we believe, took the matter to the local Government and left it there, instead of carrying the point to the Government of India, and thence if necessary to Parliament, for a more absurd impost was surely never made.

MR. HEWETT is now busy making arrangements for the organisation of the Commercial Department with the charge of which he has been entrusted. It is probable that a Government of India Resolution will shortly appear giving details of the personnel and methods, of the new Department.

POSSESSING but £10 and no knowledge of the game of trente quarante, a young lady of London who arrived at Monte Carlo recently threw her stakes in haphazard, says the "World," and in a short time had won nearly, £800.

THE London correspondent of the "Liverpool Post" learns that a sweeping reorganization of the English Customs Department is meditated. The character of this reorganization, he says, is carefully withheld, but it is understood that it will affect every grade of the personnel of the Department. One of the sequels of this reorganization, however, will be a considerable increase in the staff This is to be accompanied by a reduction in the salaries.

THE Poor Man's Hotel which Lord Iveagh has presented to Dublin will shortly be opned. It is, writes an Irish correspondent, on the lines of the Rowton Houses but more up to date in "Iveagh House, for example, each bedchamber—there are 500 altogether—is self-contained, and has a window to itself. The whole building is lined with glazed tiles. There is a reading-room, smoking-room, and quarters for superintendents, shoemakers tailors, and barbers; and a splendid swimming bath is being built.

THE just-arrived-at decision of the Army Council to sanction under special circumstances the use of cabs by soldiers recalls an entertaining story of what happened when this privilege was first applied to officers. A young subaltern once had to make a short railway journey on duty. As he had some luggage with him, he submitted an account for his expenses in this manner:—"To driving across London and porter for trunk, half-a-crown." The lynx-eyed War Office clerk who received the bill sent it back, with a minute to the effect that for military purposes "porter" was porterage, and that unless the account was properly made out it would not be settled by the country. Thereupon the subaltern forwarded it again, drawn up in this fashion:—"The War Office, Dr, to Second Lieutenant Jones—To porterage, sixpence; to cabbage two shillings."

THE fresh inflow of salt water from the Arctic Seas, which mingles with the inflow of the rivers, produces in the regions of the north and east of the New Siberia Archipelago a vast cold clearing-out current which carries before it all the fragments of the central ice-fields, forming thus a mighty drift towards the eastern coast of Greenland. This cold current bears along on its surface floes, ice-fields, ice-bergs, hummocks, &c., and washes up along this coast and almost insuperable barrier. When this current reaches Cape Farewell it divides, one portion descending straight towards Newfoundland, while the other goes to increase the current in Baffin Bay and Hudson Strait. It is this last mentioned current which carries icebergs even down to the latitude of Vigo, and its power plays an important and capricious part in the meteorology of Europe.

ALL science is at fault at times, and though there is every reason present why a boiler should steam it simply will not; it refuses duty and sulks without any cause therefore that can be detected. On such occasions, says the "Engineering Magazine," everyone takes a hand at the fires, but the result is the same—no steam, or only enough to keep three-quarters speed. A variety of causes combine to produce this condition of affairs; while slight in themselves their aggregate effect is to paralyse the motive power for the time being, or until the deadlock is removed by a change of wind, or course, or by taking coal from another bunker. Marine and stationary boilers are afflicted in the way described; there are "good days" and "bad days" in the performance of both.

M. LINDET, the well-known French scientist, has been investigating "the mysteries of rust." Among many eccentricities which he has discovered, a writer in "Commercal Intelligence" mentions one which is of practical importance. It is well known that the cans, made of tin or galvanised iron, in which denatured alcohol is forwarded, rust and deteriorate with astonishing rapidity. This is one of the obstacles to the use of denatured alcohol for automobiles. Now why does denatured alcohol act thus? According to M. Lindet, simply because it contains a large proportion of benzine, one of the properties of which is to produce rust on tin zinc, and iron with great rapidity. It is said that automobiles could use denatured alcohol without fear of any serious consequences, if the alcohol was prepared without using benzine.

THE collector of precious stones will be interested in the specimens now to be seen at the Quest Gallery of the new gem, kunzite so called after Professor G. F. Kunz, of the New York Mineralogical Club. This stone, which hitherto has only been found in San Diego county, California, is described as a variety of spodumene—a silicate of lithium and aluminium. It is of a peach-pink colour, with hardness a little greater than that of the emerald, and a very curious property of fluorescence, absorbing or emitting light to a considerable extent in the same manner as the diamond. After exposure to the X-rays it will photograph itself on sensitive paper if placed in darkness. For decorative purposes we should say that it has a real value. It has more life than the amethyst, and combines well with the diamond and such stones as the peridot and olivine. It should also be a success with masses of silver and pearl, and is heartily to be recommended to our new school of jewellery designers.

THE latest marvel in telegraphy, and instrument that can transmit messages at the rate of more than 40,000 words a minute, and deliver them at the other end of the wire written out in plain schoolboy handwriting, was exhibited at the Carlton Hotel on Dec. 9, before a gathering that included Count Mensdorff, the Austro-Hungarian Ambassador. The fastest telegraphic apparatus at present in use is the Wheatstone, which transmits messages at 200 to 250 words a minute. But by the Wheatstone system telegrams are transmitted in Morse telegraphic characters, and have to be transcribed into plain writing by a staff of telegraphists at the receiving station. This latest instrument (the invention of two Hungarians, Mr. Anton Pollak and Mr. Jozsef Virag, and called the Pollak-Virag Rapid Telegraph) not only vastly increases the speed of transmission, but reproduces the messages at the receiving station written in ordinary handwriting.

NOTES FROM DRESDEN-CHINA.

MOTORS ALL OVER THE PLACE.

BERLIN, JANUARY 5.

ALTHOUGH there will be something written before I have finished this sentence, at the present moment my paper is all blank except for the above lines and a smudge. I would date this Paris because I promised to do so in my last. However I forgot to buy the necessary tube of local colouring from an Italian warehouseman. Hence these tears. I might have dated it June or July, or from Antwerp or Ballykillmacross or any other place, but as I am determined to tell you all about Paris, and its great Automobile show, which you have already read in the mail papers, I had better date it Berlin. In some ways Paris is disappointing. The hotels have improved, but the shops are scarcely worth looking at when the shutters are up. Still, when one has no money it is impossible to buy anything, and somehow or other the hotel people did not extend to me the cordial greeting I was entitled to. One of the most impudent hotel managers I have met in my life—and I have taken in a good many—offered some rude observations on the fact that I was without personal baggage; as though a man of my position would dream of carrying about his goods and chattels like an American drummer or Bombay bokkuswalla. However it would have been derogatory to my position as a gentleman, had I stayed to argue with the fellow, and the railway station waiting room furnished sufficient accommodation at night, (after I had successfully dodged the perambulatory pollis. At one time I feared that this over-officious individual would have committed himself and have perpetrated such an indiscretion at my expense as would have endangered the entente cordiale. Fortunately evidences of entente vanished and those of cordial alone remained. He slept in his office on the other platform. On the following morning, I had an excellent breakfast outside a coffee-shop and realised the pleasures of the imagination. But hunger making itself unpleasantly felt as the day wore on, I hailed an Italian Marquis who had advanced sufficiently far in the worship of Bacchus to accept my assurance that I had entertained a life-long affection for him, though, as a matter of fact, I had never seen him in my life before. But needs must when the devil drives. I invited him to dine with me. We had an excellent dinner "a deux," with wine at 25 cents a flagon, a still champagne which was greatly improved by the addition of a forkful of eau-de-vie and two of Schnappa. While my new acquaintance was glancing through the report of Sir Henry Cotton's speech at the Congress, I took of the opportunity to slip away unobserved, absent-mindedly, carrying away with me his watch and chain, overcoat and a pocket-book full of notes which happened to be inside along with his gloves. His name was inside the coat so I torn it out and dropped it down a cellar-window lest I might be weak enough to search for his address in the directory. I hope the poor man paid the bill for really we had such an excellent dinner that I should be sorry if mine host was out of pocket. Whether he did or not I cannot tell, but in the following morning's papers I read of a row in a restaurant in which the Marquis of Napoligenova had been violently assaulted, the paltry excuse being that he had made reflections on the character of the landlord's patrons. I would have ordered another dinner for the following evening, but that I caught sight of the impolite nobleman loitering in the vicinity.

Later I ran against him and was delighted to find he recognised neither me nor his coat. So we went off together to shoot a card on Dom Carlos and Prince Arthur of Connaught, Charles I, Henrietta Maria, Sir John Fisher and Sir Michael Hicks-Beach who had come over in connection with the Delhi trials. We did very well that day, and out of compassion I paid for his dinner—a capital little dinner at ten centimes for six, inclusive of wine. And the following morning we got into motoring kit (to be hired at Haji Alimahomedsuff's 4 annas per diem) and set out to see the race. The first car passed us at a gallop, but by the second came along we were ostentatously picking ourselves out of the dust, and the Marquis held up his hand. The "shover" threw us a life-line and we were hauled aboard, but for the life of us we could not tell him what runaway car we had fallen out of, being too much exhausted by keeping our heads above the dust whilst we were being hauled in. Artificial respiration had to be resorted to, and the pleasant gentleman, who drove the car, reached out a flask of Brandy which, with true politeness, I drank, handing the "shover" the oil-can wherewith to resuscitated the unconscious Marquis. His recovery was phenomenally rapid.

We left the car at the entrance to the salon, our host and the shover having fallen overboard on the way. Neither the Marquis nor myself could find the life-line and it would not have been safe to let go the tiller or the car might have run into a stone wall, and have sustained damage. So we threw out one of the two life-buoys hanging on the side and expressed a pious hope they would both succeed in reaching it. Arrived, we watched the car for sometime to see if either of its former crew would turn up to claim it. As they did not and the thing was obstructing the traffic we decided on knocking it down to the highest bidder, and before the time the owners arrived on the scene, the car had, for the second time changed hands. It was a foolish thing for the man, in whose possession it was found, to plead that he had bought it and paid for it, and the magistrate very properly refused to believe that it had been honestly come by. Finally the machine was confiscated and the original owners convicted of conspiring to obtain an automobile by false pretences from some person or persons unknown, of furious driving and causing an obstruction on the King's highway.

I might have helped to solve the difficulty but I was too busily occupied. I was mistaken for Prince Melderswhopper and led to judge the cars at the salon. I took some time over it. I could not possibly go round under five weeks and see everything there was to see. So I collected the fees in advance and this, added to a few little envelopes containing notes, which mysteriously made their way into my pocket, enabled me to weigh the relative merits of the things, in my own quarters. I have usually found the best way to award prizes is to put slips of paper in a hat and draw, re-drawing if the prize fell to an unpopular exhibitor. But that is not how things are done in France. So I had perforce slightly to deviate from the usual course.

I counted odd man out and gave first prize to the last survivor. The award gave as great satisfaction as awards generally do, and I returned home with twenty-thousand francs, and the Legion of Honour as the result of my efforts for the encouragement of manly sport.

I would venture to speak of the eminently satisfactory news from Home which the King has just asked me by wire to approve, but that I know nothing whatever about it. I did not care to tell the King this, so I wired back: "Season's greetings in the hope that his Majesty would believe he had wired "A Merry Christmas" by mistake. But as neither Lord Selborne nor Sir John Fisher consulted me, I declined to say anything, either good or bad, of the new naval programme. If it went wrong, they would be sure to put the blame on me, and as I told the Tsar last night at chota-hazri, there is not a doubt that—something or other, but I cannot for the life of me remember what it was or how we came to be discussing Hottentots and white wine vinegar. Nevertheless the fact remains that the snark was a boojum after all.

PRIGMUS.

PORT ARTHUR'S FALL.

PLIGHT OF THE GARRISON.

RUSSIAN SHIPS DESTROYED.

STOESSELL'S LETTER OF SURRENDER.

[THROUGH REUTER'S AGENCY.]

LONDON, JAN 2.

Admiral Rozhdestvensky's fleet anchored yesterday at St. Marie in Madagascar, all in excellent condition, notwithstanding having encountered violent storms after leaving the Cape.

Reuter (Chifu) says the Russian officers state that there are 15,000 sick and wounded at Port Arthur. Many of them are lying in the streets as the hospitals are shattered with shells.

The garrison now numbers 5,000 mostly convalescents.

Reuter says that the consensus of opinion in diplomatic circles is that the fall of Port Arthur will only be a fresh incentive to renew the struggle more vigorously. Russia will not spare her efforts to recapture Port Arthur or compel submission indirectly, the only reservation is the internal condition of Russia which is a dominant factor in the situation.

Reuter (Chifu), wiring at midnight, says the Retvisan, Poltava and Pallada caught fire this morning and were still burning in the afternoon.

The Russians blew up the Sevastopol.

LONDON, JAN. 3.

A Chifu telegram says that three torpedo launches have arrived there from Port Arthur, and there are now seven Japanese destroyers in the harbour.

All the comments in Europe and America agree that the fall of Port Arthur concludes a military drama which, for valour and achievement of the victors, and the heroism and devotion of the vanquished, stands unparalleled in warfare.

The consensus of opinion is that the war will continue unabated.

The fall of Port Arthur is not known to the general public at St. Petersburg, and hitherto is known only to the official world and restricted to private circles.

LONDON, JAN. 3.

The Capitulation Act was signed at Port Arthur at 9-45 p.m., last night.

The "Standard" says the end has been worthy of that marvellous conflict between men equally matched of unflinching courage and unfailing endurance and inexhaustible resource.

The "Morning Post" says the capture of the fortress is one of the finest feats of arms on record.

The "Daily Telegraph" says the attack, demanding appalling sacrifices, has crowned the victors with glory.

LATER.

Apparently all the Russian destroyers reached Chifu and Tsingtau safely. Moreover, the Russians destroyed all their men of war and wrecked the remaining forts and everything valuable.

The Japanese are most resentful at the destruction of the ships and the despatching of the destroyers after the offer of surrender, and the Japanese newspapers demand severe treatment of the garrison in consequence.

It appears, however, that the destruction of the ships etc. occurred after the Council of War had decided to surrender, but considerably before the Commissioners met.

Reuter (Tokio) says that the Russian officers at Port Arthur are permitted to return to Russia on parole, at the same time retaining their swords.

The Japanese occupied a number of the forts to-day.

(FROM OUR CORRESPONDENT.)

CALCUTTA, JAN. 3.

A "Statesman" special cable, dated London the 2nd instant, quotes the text of General Stoessel's letter to General Nogi as follows:—"I find that further resistance is useless and for the purpose of preventing needless sacrifice of life, I propose to open negotiations for the capitulation of Port Arthur. Please appoint commissioners to discuss the conditions."

There are 15,000 sick and wounded in Port Arthur and only 5,000 well.

Mr. S. Hayashi received the following telegrams on Monday night, from his Government:—

General Nogi reports: General Stoessel's proposal was accepted, and terms and process of surrender are to be negotiated between the respective delegates at noon of the 2nd instant. Marshal Yamagata telegraphed General Nogi under Imperial Command, that his Majesty appreciating self-sacrifice and devotion which General Stoessel fully displayed for the cause of his fatherland, desires that due honour of soldier be accorded him.

General Nogi reports: Tungkekwanshan and "Q" forts were blown up at 12-30 am. on Monday, by the enemies themselves, who evacuated therefrom. We occupied the same forts and the heights, "N" and "M" southward thereof. Almost all Russian ships in the harbour or harbour entrance were blown up on Monday morning, by the enemies themselves. Our operations were suspended since the same morning, pending conclusion of the negotiation for surrender.

Admiral Togo declared on the 1st instant, under Command of the Imperial Government that the blockade of Liaotung Peninsula shall only be maintained hereafter on the coast lying westward in a straight line drawn from south entry of the point to the wedge head. The Imperial Government have decided not to allow for the present, any ships, except those in their service, to enter Talienwan without special permission of the Naval or Military Authorities concerned.

The following telegram was received yesterday morning:—

The negotiations concerning conditions of surrender were brought into conclusion at 4 p. m. The conditions proposed by General Nogi were accepted. Details are not yet received.

For immediate delivery 10 H. P. two Cyclinder Clement Cars Rs. 5,400.—Sole Agent for India E. J. Lee, 29, Esplanade Road Bombay.

GENERAL STOESSEL.

PORT ARTHUR'S HERO.

HOW HE TREATED HIS MEN.

Legend infallibly weaves itself round the names of men illustrious in war, Osman Pacha was an Austrian and an Englishman at various periods of his miraculous defence; Kuroki is a Japanicised Pole; De Wet an Irishman, and Stoessel a Swiss, with a "father and brother still at Zurich." and not even Russianised enough to make a speech to his men. In truth, however, Anatolii Mikhailovitch Stoessel is as good a Russian as Kuropatkin or Rojhdestvensky.

The Stoessels were originally Scandinavian. From Sweden in the troublous reign of Emperor Paul came the first of the race. Stoessel's grandfather, was a full-blown General before he came, like Rurik, to found a masterful race among the slavs. He was Lutheran by religion, and a desperate gambler both in fame and money. His son, Ivan Stoessel, joined the Orthodox religion, by that change becoming a Russian, and fought in the war of 1812. There is a "Stoessel-street" at Tearskoe Selo. This Stoessel's younger brother was the Mikhail whose name is incorporated in the patronymic "Mikhailovitch," of Port Arthur's defender. Mikhail Stoessel was a big man, with a stout heart, and a particular detestation of serfdom. He married a pure Russian, who in 1848 presented him with the son who is now, perhaps, the most distinguished Russian officer living. If three generations make a gentleman, surely three are sufficient to make a Russian.

Russians, as they cannot make him out a Swiss or an Irishman, weave legends of their own around Anatolii Mikhailovitch's head. "When he was two," the "Siberian News" informs us, "his mother took him to a znakharka (or wise woman) and asked her to do something for the delicate lad. The wise woman carved a cross upon his skin and remarked 'He will fight for Christ.'" It is certain that young Anatolii waxed strong and sturdy, though remaining small. "Stoessel," says another Russian authority, "was an intensely pugnacious lad, and drilled and bullied every village child he could lay his hands on." His first opportunity to drill and bully on a large scale came in 1877, when he volunteered to help the Bulgarians, and as captain of the insurgent forces turned five score clumsy peasants into a company of as tough soldiers as ever the unspeakable Turk stood face to face with.

"Stoessel," says, Mr. Grigorievitch, who remembers him in those days, "was the Little Corporal come to life again. He was small, thick-set, beardless, domineering, and affectionate. Like most of our officers, he gambled, but he gambled like an arithmetician and unlike many he studied, studied, studied, and knew at thirty as much military history as the whole of our General staff. He was fidgety and restless in his movements, implacable towards breaches of duty, and constant in friendship. Everyone liked Anatoli Mikhailovitch but everyone was a little afraid of him."

FIRST TO ENTER TIENTSIN.

The masterful student rose slowly. He was only a Colonel in 1900 when the Boxer outbreak brought him to the front. But he was the first to enter Tientsin and by this act emerged from the obscurity of a commander of Siberian rifles to the position of an International leader. He was promoted to the rank of Major-General. Stoessel had no doubt watched with keen eye the relative efficiency of the allied forces and discerned better than his compatriots the soldierly qualities of the Japanese. For certain, it is that when the campaign terminated and he was appointed to Port Arthur he began a series of important works for the purpose of strengthening the fortress.

When the war broke out, Stoessel became Lieutenant-General, and Commander of the Fortified Rayon of the Kwantung Peninsula, his authority stretching as far as Kinchau while Lieut-General Smirnoff became commandant of the fortress. A St. Petersburg clique attempted to secure the command for Linievitch, an excellent and senior soldier, but Kuropatkin insisted upon Stoessel, there-by justifying Skobeloff's remark that he was "even a better judge of men than of battles." Stoessel's first act was to fortify the outlying zone of Port Arthur hills which had been left alone, through motives of economy by General Vellitchko the Vauban of Russia.

Kuropatkin is reported to have had a higher opinion of Stoessel's resolution than of his military genius; and to have urged his retention as commander for that reason. Resolution is written upon his face. The stout compact, yet not fleshy figure, the widely-parted legs, the head thrown back until it seems to flash defiance, the characteristic carelessness in dress—all seem to speak the man of tenacity rather than the man of genius and finesse. Stoessel's soldiers, who began by dreading learned to love him and called him affectionately "Riznayoe Zhelezo," or "Rusty Iron" and this rough nickname is a stroke of descriptive genius which expresses the man's inflexible and unbroken will in essentials, combined with indifference to external things. "When Stoessel found a sapper who did not know how to use a spade," wrote a correspondent of the "Slove," "he took the spade himself and, taking off his tunic showed the man how to work ignoring appearances, his waste of valuable time, and everything under the over-mastering obsession of having work done thoroughly and well." Stoessel is a worker rather than a thinker; he has studied war, but never theorised about it. He is not a man of words, or a man of expansive temperament. His stirring appeals to his garrison, like Napoleon to his troops, were probably written with his tongue in his cheek; he was put there to defend the fortress, not to speculate upon Russian patriotism, Russia's interests, or Japan's perfidy and it was part of his tenacious character to defend it to the last.

DISCIPLINE OF A PENAL BATTALION.

The Port Arthur hero's discipline put his subordinates' tempers to a severe test. "No man under the rank of general can afford to gamble," was one of his dicta; and he declared that he would cashier any officer and flog any private whom he caught, risking his money when he should be risking his life. A few days after war broke out he closed every drink shop in the town, and flogged mercilessly three tipsy soldiers. "If you want amusement go and listen to the band" were his words; and he made a fine orchestra play twice a day opposite the Viceroy's house, telling them to go on playing, even though the enemy's shells might blow one or two to bits. The whip and the threat of the whip within a week reduced Port Arthur and its dissipated, mixed population to the condition of a penal battalion.

The ruthless way in which the General subordinated even his own pleasures to the good of the fortess is illustrated by a story told by Lieutenant Muravasky, who escaped from the town with dispatches: "Stoessel smoked continually. But one day, on riding to Siaogushan to examine some new works overlooking the sea, he found the engineer officer in charge smoking a cigar. He said not a word, but when the engineer had finished smoking, lit a cigar himself and, affecting to remember himself, threw it away with the words: 'My men should not see me smoking; they can't smoke. The subordinate reddend, and never smoked again, and the General sent four boxes of cigars to the hospital and likewise abandoned the practice.

He organized sports more than once in the beleaguered town, and when the drill ground at Paluichwan fell into Japanese hands is said to have exclaimed philosophically: "We shall have to have our races on the Boulevard." He employed liberally all the sentimental and passionate appeals which stir the hearts of men in peril.

But his intimates declared that these latter things were repugnant to his nature. He was a soldier, nothing more; a soldier with his back against a wall and an unshakeable determination to fight to the end, however bitter.—

MORE ABOUT GENERAL STOESSEL.

General Stoessel remains the possessor of one of the few Russian reputations enhanced in Western European eyes by the war. The general is indebted for the anomaly, thinks the Vienna "Neue Freie Presse" to the fact that he can not be interfered with by orders from St. Petersburg's grand dukes. Like many other soldiers of the Czar, he is the subject of mutually conflicting biographies in the foreign press. We are told now that he is a German, again that he is a Swede. But the "Echo de Paris," professing to have the authority of the general's only son for its statements, tells us that Stoessel is fifty-six and the grandson of a Swedish army officer, Stoessel's father served with distinction in the army of the Czars, and was a member of the Orthodox Church in which he reared his son. The present General Stoessel was graduated at the Pavloff Military Academy in the same class with Kuropatkin, and served through the war with Turkey, but his greatest distinction seems to have been won as a commander in Siberia. His talent for administration is pronounced exceptional

It is this administrative talent, thinks the "St Petersburger Zeitung," which has enabled Stoessel to prolong the siege so unexpectedly. His first act, says this paper, was to assemble the five hundred women left in the city and organize them into various associations to assist the conduct of the siege. Some were made nurses, others cooks, laundresses, seamstresses, and the like. "All, without distinction of rank, and regardless of their previous eduction and mode of life, were thus united by a strong common bond of mutual interest." When the meat supply ran short, Stoessel organized raiding parties, which made sorties upon the cattle and mules used by the Japanese in their mining and investing operations. The result was successful, over a hundred oxen being captured on one occasion. "Recently, General Stoessel has ordered the slaughter of the mules in the city, the number of which reached 3,000. The flesh is similar to that of the horse and is eaten with relish.' Local government is inflexible rather than severe.

"The order maintained within, the city may truly be described as a model of imitation. The streets are cleaned and sprinkled twice daily. To guard against an outbreak of fire, every householder is compelled to have a tub of water always at his door. After eight o'clock in the evening no one may leave his dwelling and a light can be maintained only upon the condition that a thick curtain obscures every window. The slightest infraction of any ordinance results in instant punishment at the hands of the Chief of Police. Punishment may take the form of compulsion to assist in cleaning the streets. It was recently announced that the Japanese had cut off the supply of water inside the fortress. Even if this information be correct, it involves nothing of a kind to inspire uneasiness, as more than forty wells have been bored in Port Arthur, and they yield an excellent quality of water."

These rosy views do not correspond with the impressions of the military expert of the "Neue Freie Presse:"

No water, no fresh meat except that of the horse or the mule atmosphere rendered pestiferous by innumerable corpses rotting in their putrefaction—under such conditions of life the Port Arthur garrison fights to defend the fortress from one day to the next. One night think such an existence, momentarily threatened by the bursting of the enemy's bombs, would in time become absolutely intolerable. Yet strangely enough it loses with the very progress of time and the habit thus induced all those characteristics which at first were found torture. As long as meal for making bread or for the production of food in some other form and as long as fresh water can be procured, dire necessity is not complained of. It only finds expression when bread can no longer be made owing to the want of the necessary accessories; and the meal must be eaten in some other from such asmuch. With what yearning is the time remembered when there was still bread. And even with this nourishment of mush man will retain their courage if only there be no lack of fresh water. The Boers lived on such food for months and months and looked thriving after it. Fresh meat, in view of the wealth of the land in cattle, was, to be sure, always at hand, and yet it had often to be dispensed with owing to the want of salt. The beginning of this want is apt to be a severe test, and still it can be withstood.

"In Port Arthur there is no danger of this sort to be feared, as salt can be produced from the sea water. What can not become a matter of custom, what will be bitterly felt daily and hourly, is the lack of pure fresh water. And Port Arthur feels this want now. The reservoir, which are located near the fort of Swishifying are now in the hands of the Japanese. Hence the consumption inside the fortress is restricted to the yield of so-called fresh water from the distilling apparatus. That the lack of water will speedily be felt severely is attested by the desperate sorties under, taken with a view to the recapture of the water works. To get water, streams of blood will be shed, but in vain."

MODERN SIEGES.

SOME FAMOUS PRECEDENTS FOR PORT ARTHUR.

It is only within the last two hundred and fifty years, from the period when Vauban flourished, in fact that the pre-eminence of the attack over the defence of fortresses has existed. When the arms employed were slings and arrows, the high and thick walls of fortresses offered insuperable obstacles—sieges then were simple blockades; while for long after the invention of gunpowder the superiority of the defence was mainly due to the great difficulty of dragging up heavy ordnance with a besieging army, so that the weight of metal being generally in favour of the besieged, the fire of the fortresses was able to subdue that of the attack.

During Vaubans' youth a siege was a bloody and precarious undertaking conducted as follows. The approaches were pushed forward to the glacis when the covered way was assaulted. A covered descent was then made into the ditch: and a breach was made by the minor. This also was assaulted. After the capture of the outworks the mainwork was breached and assaulted and then the interior retrenchments. From being engaged in the service of the most ambitious monarch of modern times, Louis XIV., Vauban applied his great talents to forward his master's views. He secured his approaches from being enveloped by the introduction of parallels, and, avoiding assaults, accomplished his purpose by well-directed manual labour, thus perfecting that irresistible system of attack which has ever since been successfully followed. A siege scientifically prosecuted is beautifully certain in its progress and result. In the case of a protracted siege, however, we invariably hear that the situation is about to be reversed, and that the problem of the impregnable fortress has at last been solved. Humanity will have cause to rejoice in such a triumph of military art, but as yet there are no signs of it coming to pass. Of course, many sieges have failed (and failure is usually attended with a severe loss or dire disaster, as a rule, through the resources at the disposal of the besiegers being insufficient for the investment, but these form no exception to this rule.

The most famous sieges of modern times may now be enumerated.

In 1807 Dantzic held out for 70 days, and again in 1823 for 40 days, preceded by a six weeks' blockade. From the 27th of June to August 14, 1808, a few thousand Spaniards were besieged by 17,000 picked French troops in Saragossa. At the end it was house to house fighting, but the attackers were repulsed and the siege raised. On the 19th October, 1809, 38,000 French troops began a second siege of Saragossa, which this time capitulated after a heroic resistance lasting 52 days, and accompanied by sap and mine from house to house. The Peninsular sieges are famous for the numerous assaults of the breach and escalades which were almost unknown in the earlier sieges Badajos stood two sieges. First in 1811, one of 39 days which was raised; and, second in 1812, one of 30 days, which was successful by means of a glorious escalade. Burgos compelled the attackers to withdraw after they had besieged it for 34 days, and the failure due to the miserable appliances of the besiegers undid the fruits of Salamanca. The siege of St. Sebastian, occupying 51 days of the year 1813, was attended by terribly severe fighting. Out of a force 18,000 strong we lost 3,500 killed or wounded, and the siege train of sixty pieces expended 70,831 rounds, the breaching battery of ten guns once averaging 350 rounds per gun in 15 1-2 hours.

The siege of of Antwerp by the French in 1832 has formed one of the most regular and scientific in history. The garrison of this magnificently fortified citadel numbered 5,000 men and was opposed to the attack of a besieging army thirteen times its strength. After 25 days the fortress was reduced to a heap of ruins, and the exhausted defenders decided not to attempt to stand an assault. The great lesson deduced from this siege was that the besieging army should be from four to five times the strength of the garrison.

The siege of Sebastopol was one of the longest on record; it lasted 349 days. At its close the Russian opposed 982 guns in the first line to about 800 of the allies, and at the final assault which failed in six points out of seven, the ramparts were intact and the troops had to advance for nearly 200 yards without cover. Only one of the works in the main line—the Malakoff—was ever taken. Practically all the land defences of Sebastopol were developed in the form of a vast system of earthworks subsequent to the first bombardment, and the defenders constructed such an important advanced work as the Mamelon five months later. The French executed 42 miles, and the British eight miles of trenches, but the approaches never reached the ditch. However, the Chersonese stronghold was never invested; from the north the enemy could always receive reinforcements and supplies. On the other hand, Kars was only starved into surrender in 1855 after a heroic resistance of five months, in which appalling slaughter was inflicted on the besiegers.

The investing of Delhi took places on June 8, 1857 and the siege began a week later proceeding for three months under most disadvantageous conditions. At length on September 8, the heavy batteries were got into action, and an assault was prepared. On the 14th of September our troops advanced to storm the gates in the face of an overwhelming rebel garrison, and in spite of serious losses succeeded by a marvellous display of gallantry in carrying the bastion and occupying the eastern portion of the city. For five days heavy fighting continued in the streets, till on September 20, the whole city was won.

The principal sieges in the American War of Secession were Vicksburg and Richmond or Petersburg. The investment of the former closed on May 19, 1863, and on the 4th of July following the place capitulated with 30,000 men. The regular siege of Petersburg commenced on July 11, 1864. Gradual approaches were attempted but the difficulty of pushing them against a long line of strong works, which could not be enveloped and were defended by equal forces were found to be so great as to offer small chances of success. The lines gradually extended to 32 miles comprising 35 forts and 50 batteries. The movements of troops operating upon the lines of communication which up till the last were held by the enemy, finally rendered an assault practicable by drawing a large part of the defenders away from their works. It was given on April 2, 1865, and most of the works were captured. The defenders evacuated the city during the following night.

The Danish redoubts of Duppel were but poor affairs, and only armed with smooth bore pop-guns; nevertheless, the defence lasted 65 days. They were stormed on the 18th April, 1864, by 10,000 men, who suffered 1,188 casualties.

In the Franco-German War formal sieges were only undertaken at Belfort and Strasburg, and partial sieges at Paris, Schlettstadt, and Longwy. The fortifications of Paris were thirty years old, and the average age of the rest 150 years. All were ill-formed and completely unprepared. Strasburg was invested on the 12th of August, 1870, and the regular siege train comprised 60,000 men with 200 guns and 100 mortars. The garrison numbered 17,000. The attack was made by regular approaches, the out works being breached by distant fire and by mining and the main rampart by the high angle fire of batteries in the second parallel. Everything had been prepared for the final assault when the city capitulated on September 27. The German artillery fired 193,722 rounds.

Belfort held out for 103 days but the besiegers were insufficient, viz., 80,000 men pitted against a garrison of 17,900. The bombardment lasted day and night from December 3, 1870, to February 13 1871, the Germans throwing 500,300 projectiles into the town.

Paris held out for 131 days, but the bombardment, of the advanced works only was comparatively short, viz. from December 27, 1870, to January 28, 1871. Longwy made a vigorous defence of 20 days the Germans bombarded at long ranges a number of French fortified towns while they invested others and observed more, but these cannot be classified as sieges.

In 1877 the Russians tried to rush Osman Pacha's entrenched camp of Plevna. They first attacked the place on July 20 with 7,000 men and were hurled back with a loss of one third. They next assaulted on July 30 with 30,000 and were repulsed with a loss of 7,000. On September 11 after a four days bombardment they made a third fruitless attempt with 90,000, and lost 18 50). They then concluded to resort to a blockade rather than a siege. The line they occupied was 46 miles in length and the strength of the investing army attained 107,000 infantry with 510 field guns but only 40 siege guns. The Turkish garrison was never stronger than 40,000. On December 9, Osman attempted to break out but being surrounded and terribly defeated, he surrendered unconditionally on the following day.

As the same period Kars, though greatly strengthened since 1855 with twelve detached forts and a citadel only resisted for 30 days. As their bombardment with 48 pieces failed utterly, the Russian decided to assault with 35,000 men which they did on the bright moonlight night of November 17-18, 1877. This was a singularly well executed affair. The points of attack were skilfully selected, the various columns attacked simultaneously, and the Turks were taken completely by surprise. Of the garrison of 33,000, all save 40 were killed wounded or captured. The Russian casualties numbered 2,273.

The three great sieges so-called in the South African War were Mafeking, 216 days; Kimberley, 123 day; and Ladysmith 118 days. None of course was a fortress and the Boers invested rather than besieged.

It appears likely that the siege of Port Arthur will rank as one of the greatest of modern times. Certainly it is the most modern and best equipped fortress that has suffered a siege since Antwerp; and, doubtless, we shall find that both the strength of the besieging army and the power represented by their siege train have eclipsed all precedent.

[THROUGH REUTER'S AGENCY.]

THE NAVAL BASE IN SCOTLAND.

Statement By Lord Selborne.

LONDON, JAN. 3.

Lord Selborne, replying to a letter from Mr. Maconochie, M. P., said it was not true that the Admiralty had reversed its decision to utilize Rosyth as a naval base. The extent and rate of its development are questions of policy which must be influenced by financial as well as naval considerations.

THE GOLF CHAMPIONSHIP OF INDIA.

(FROM OUR CORRESPONDENT.)

CALCUTTA, JANUARY 2.

In the Golf Championship Competition here, Mr. Townsend has effected a great surprise by putting out Mr. Drimmie, the holder of the trophy, after the latter had been four up and eight to play, Collins has beaten Oslf five up and three to play. Mackenzie has beaten Burn eight up and seven to play and Stansfield has beaten Lamb on the lasthole. In the semi-finals, Collins beat Mackenzie one up after a tight match in which he was one down at the turn and Townsend after being dormy fine on Stansfield only pulled off his match at the last hole; this leaves Collins and Townsend to play off the final of 36 holes, a very evel match with Collins slightly favourite.

CALCUTTA, JAN. 3.

The final in the competition for the Golf Championship of India and the East, which has been going on here for some days past, has ended in a win for Mr. B. A. Collins who beat Mr. E. H. Townsend after a ding-dong fight, forty holes having to be played to settle the competition. Mr. Townsend was one up after playing 33 holes, but Mr. Collins equalised on the 36th hole, thus halving the match. Three more holes were played and halved in five each, Mr. Collins eventually winning on forty extra.

CALCUTTA STEEPLECHASES.

CALCUTTA, JAN. 3.

The Tollygunge steeplechases here, to-day, drew a large gathering. Results:—

INDIAN GRAND NATIONAL.

Badger	1
Milburns	2
Pope	3

PONY STEEPLECHASE.

Bones	1
Perquisite	2
Funny	3

Indian Grand Military.—Winner Corrie Roy.

PONY HUNTERS STEEPLECHASE.

The Owl	1
Goodchap	2
Mooray	3

THE TRIAL CHASE PLATE.

Loch Spey	1
Peppercorn	2
Gong	3

HUNTERS STEEPLECHASE.

Look Out	1
Blue Bell	2
Sylvia	3

AVENUE PLATE.

Saxon	1
Blue Blood	2
The Chump	3

THE "Army Journal," which was projected with such a flourish of trumpets, a few months ago, and the publication of which was definitely announced for January next, is not to appear after all. In accordance with the new decision on the subject of the military authorities, Major Du Boulay (the periodical's first and last editor) has sent the following announcement to all who were invited to contribute:—"Dear Sir,—I write to inform you that the Army Council have decided not to proceed with the project of establishing an Army Journal, and I regret therefore to have to return the accompanying MS. which you were good enough to forward." "Sic transit!" Atkins will have to find another sphere for his literary activities.

COMMERCIAL CONFERENCE IN CALCUTTA.

ADDRESS BY SIR EDWARD LAW.

(FROM OUR CORRESPONDENT.)

CALCUTTA, JANUARY 3.

The opening meeting of the Associated Chambers of Commerce took place at the Royal Exchange here to-day, Sir Edward Law delivering an address and Mr. Hewett, the newly appointed member of the Viceroy's Council for Industries and Commerce, and Mr. Baker, the new Finance Member, being amongst those present.

Sir Edward Law began by referring to the fact hat, while officials were a necessary element in the administration, they had also to remember that they were servants of the public, and that the sympath y of the general community was essential for the success of their work. He went on to express the confident expectation, he felt in the useful results of the present Conference, and then turned to some of the more important problems connected with the development of the country. He pointed out how the entire prosperity of India, including that of the commercial community, hinged upon the prosperity of the agriculturist, and declared his belief in the possibility of helping the ryot by giving him practical object lessons of the results of wider experience than the limited village practice afforded. He instanced the introduction of the sewing machine and the sugar crushing mill, as showing that the people of this country were willing to adopt innovations, when they had practical proof of their utility. Discussing the possibility of improving cotton cultivation, he showed that the test of success would be to give the ryot something he could grow to greater profit than what he now produced, a consummation which might possibly not entail the substitution of long staple varieties for the coarser short staple product for which there was always a demand. He went on to suggest the desirability of extending the scope of commercial enterprise to fields other than those of jute, tea, cotton, etc., and pointed out that the further preparation in India, of what is now exported as raw produce offers a useful field. He referred in this connection to the possibility of crushing the oil seeds, milling the wheat and tanning the hides which now leave the country raw. He admitted the possibility of hostile foreign tariffs interfering with such enterprise, but thought India was in a position to combat anything of the kind successfully. Turning to the financial position, he dwelt upon the extent of the general wave of prosperity which had passed over India during the passed three years, and showed that stability had been secured for exchange and an immensely increased absorbition of currency had taken place, that Government had been able to pay off three and a half million sterling of floating debt and to invest seven and a half million sterling in gold securities as a reserve. Speaking of this reserve, he dwelt upon the immense importance to India of having a sufficiently large guarantee fund to secure exchange in the event of any cycle of bad years occurring, when the favourable balance of trade, upon which the Secretary of State's drawing depended, might be partially reserved. He showed how greatly the large gold balance maintained by France and Russia had helped those countries in times of calamity. He estimated that India, to be absolutely secure, should eventually get together twenty million sterling of which twelve millions should be in sterling securities and eight millions in coin.

BANK OF BENGAL.

The directors of the Bank of Bengal have declared a dividend at the rate of 10 per cent. per annum, for the past half year. The profits available including five lakhs brought forward from the previous half year amount to seventeen lakhs.

ARRIVAL OF THE HARDINGE.

The Royal Indian Marine steamer Hardinge, Commander G.J. Baugh, R.I.M., arrived in harbour yesterday, from Calcutta, which port she left on the 27th December, with 4 native passengers.

PASSENGERS PER S. S. YARRA.

THE following is the list of passengers per Messageries Maritimes Co's steamer Yarra expected in Bombay to-morrow (Thursday) at 8 p.m.:—

Anderson Mr	Johnston Col and Mrs
Boase Mr H E	Jambon Mr and Mrs
Bolley Mrs	Mayes Mrs J C
Dick Lt-Col A R	Powell Mr J A F
Dunwell Mrs B	Powell Mr N V F
Duran Mr and Mrs	Powell Mr H T F
De Bechara Mr and family	Pulleini Mrs and family
Godley Mrs and 2 children	Renick Col
How ey Mr J W	Shrager Mr and Mrs J
Hoskyns Mrs	Stavrid Mr A J
Hospital Mr G	Turkhud Mrs
Imbault Mrs and family	Tulenne Mrs

WARREN'S CIRCUS.

At this Circus to-night a new sensational act will be introduced by the lion tamer Herr Burge. This is described as an especially thrilling performance. The public are, however, informed that no danger is to be feared and an advertisement requests them to keep their seats during this particular performance.

RAISULI, the Morocco brigand, has told the "Times" correspondent that he thanks God that his relations with his victims have always been of a most friendly nature, and feels sure that in the long run the European representatives will realise his honesty and good faith. He declared that, in the capture of Mr. Harris and in the Perdicaris affair, he was acting in circumstances over which he had no control, and his success in both affairs makes him sure that God so willed it. According to the "Times," he says he is willing to undertake responsibility for the protection of the environs of Tangier and of the roads in the district.

THERE are not more than three or four politicians whose speeches are always given verbatim, and of this select band Mr. Balfour and Mr. Chamberlain may be bracketed equal. Mr. Morley and Lord Rosebery fill the other places, but in each instance it is for qualities other than their worth as political pronouncements that the "Times," at least gives their utterances in the first person. It is the literary quality which tells with Mr. Morley and Lord Rosebery. Mr. Chamberlain, excellent as are his speeches, appeals for a hearing simply on the merits of what he has to say.

Sir Henry Irving has been prophesying a time when Manchester will have its municipal theatre, and its leading actor will be Lord Mayor. Actors in the old country do not seem to be so ambitious of municipal or Parliamentary distinction as they are in Greater Britain. The Hon. George Coppin, the "Father of the Australian stage," sat for twenty years in the Parliament of Victoria. Mr. Coppin was a comedian, but he had a tragedian as a Parliamentary colleague, in the person of Mr. Morton King, who was once sent for during a crisis to form a new Government, but was unable to fulfil the commission. Mr. King gave a unique performance of "Hamlet," which realised £1,000, for the Melbourne Hospital. Every male character in the play was represented by an M. P.

THE DELHI-BOMBAY MOTOR TRIALS.

SOME CONCLUSIONS.

(BY OUR SPECIAL CORRESPONDENT.)

"The public will want to know the grounds for the judges' decision", I said to one of them at the conclusion of the motor trials yesterday. "Well, they will have to wait" was the answer; and in the circumstances a wiser reply could not have been given. Judges probably never had a task more difficult than was set before the worthy gentlemen who undertook for the first time in their lives to determine the merits of a number of motor cars. During the course of the trials the inevitable question must have frequently occurred to them, how on earth they came to be in that galley? It was a wise judge, therefore, who declined to give reasons for the awards made, contenting himself with the statement that there were other points to be considered besides the preservation or the loss of marks. Hence it is worth while to recapitulate the conditions in this respect in which the decisions of the judges had to be given. The rule stated: "The judges will form their opinion as to the most reliable car under all circumstances—(a) from the number of marks retained through the trials; (b) from the reports of observers; (c) from their own observations on the roads and in "controls"; and (d) from the results of any further trials they may require carried out." Nevertheless, if it was not a surprise to the owner of the twenty-four horse power Dio Dietrich, it was certainly one to the rest of the competitors that the Baroda Cup, the chief prize of the trials, should have been awarded to this particular car. The Dio Dietrich is undoubtedly one of the best cars in the contest, as it is certainly one of the most powerful and most expensive. But the least that can be said regarding the decision is that the conditions and the system of deducting marks on the results of each day's run produced a general misapprehension of the chances of the trials. It can only be assumed that though the Dio Dietrich suffered the loss of marks, the judges found its condition at the end of the run better than that of any other of the big cars. There was no question that Mr. Sawyer's fifteen horse power Darraoq which came through without the loss of a mark was entitled to the Lyon prize for the most reliable car, costing no more than £300 in India; the only question was whether it had not fairly earned the bigger prize. That point being excluded it involved a mental exercise to discover why the Dio Dietrich had been chosen rather than its immediate rivals each of whom had lost marks. The Napier had ill luck before starting, and while not losing many marks during the runs, required more or less attention each night and on one occasion finished the last few miles of the day's journey on deflated tires. But the Fiat had little but tire trouble, barring the accident due to a collision at Gwalior, and it remains an unanswered question why the Big French car was preferred to the sixteen horse power Italian car.

There was probably less reason for dissatisfaction in the award of the other prizes, though it was inevitable that there should be some difficulty in reconciling the decisions with the variety of opinions held by experienced motorists. In the circumstances there was wisdom in the philosophy of the judge who was prepared to believe that every car running was the best in the world and estimated the odds against the Judges being right at thirty-three to one. The Scindia prize for the car expending the least sum on fuel in comparison to its price and horse power was awarded to Mr. C. B. Scovell's six horse power Speedwell, though some most remarkable results in the economical consumption of petrol during the first day's run were recorded in reference to other cars. The bigger machines did not compete for this prize, economical consumption being not the strong point of expensive racing machines. There could be no cavil about the award of the prize for the car best suited to district work in India. Had the Rational not met with an unfortunate accident, which in no way affected the question of the reliability of the car, there would probably have been close competition for the District prize which was given to the Maharaja Scindia's twelve horse power De Dion. This car has been built to special specifications. It carries a wooden canopy supported by iron rods and is so designed that a camping outfit can be conveniently stowed and carried on the car which seats four persons. It stood the test of the eight hundred miles of varied road admirably, coming through with the loss of only a very few marks for minor accidents "en route." The Rampur prize for absence of noise, absence of vibration and ease of manipulation went to the Italian Fiat car. I imagine, however, that the allocation of this prize gave the judges as much trouble as any. The Fiat is undoubtedly easy to manipulate, but so was the Lanchester as driven by Mr. Crawford, while the running of the Orleans could scarcely be heard by its occupants. The absence of vibration is a remarkable feature of the Lanchester, and the Orleans possesses a similar quality when carrying its full load. A rough road and a light load in the tonneau, however, show the Orleans as somewhat of a steeple chaser, and allowances have to be made accordingly. The Lanchester, on the other hand, has the defects of its qualities. It is a most luxurious machine, but its mechanism is probably too perfect to be readily appreciated in India. Its parts are as delicate and as well balanced as clock work, and as such present difficulties of repair which at present probably could not be overcome in India. It is, however, the ideal car for the conditions of a European metropolis. The Orleans in, addition to her smooth and almost silent running on the level, is a remarkable hill climber and was one of the most attractive looking twelve horse power cars in the trials. Having awarded the most important prizes, as they did, the judges found themselves compelled to award special consolation prizes to the Orleans and the Lanchester. The consolation prize in the original list was given to Mr. Vakil's six horse power Wolseley which like the twelve h. p. Darraq came through without loss of marks.

The promoters of the trials set out to demonstrate the suitability of the automobile to conditions in India and the Grand Trunk Road has assisted them to a remarkable success in their aim. But there are other conclusions to be drawn from the Trials. It scarcely required a course of more than eight hundred miles to tell us that the motor car has a future before it in this country, but it has undoubtedly helped manufacturers and their agents to advertise their machines. The trade aspect of the matter has been, perhaps, a trifle too pronounced throughout, and if future trials are not to possess an odour which is distinctly objectionable when associated with anything claiming to rank as amateur sport there must be a considerable change of methods. With the growth of automobilism as a pastime in India, there should be no difficulty in the future about avoiding many things which were perhaps inevitable in the first trials, but which none the less seriously depreciated their value in the eyes of the pure amateur and the impartial observer. There have been probably few events in India in regard to which there has been more dissatisfaction expressed by competitors and others than in reference to this first attempt on a large scale to attract the attention of the public to the possibilities of the motor car. The next point is one that has been already indicated during the progress of the trials. It is that the series of tests were not quite the fairest for the small cars, and certainly were not the best tests to which the big cars could have been subjected. In the future there must be distinctions. What can be done by the small cars, when required, was, however, admirably shown by the Wolseley, the Speedwell, the 6 h. p. De Dion, the Oldsmobile and the Allday and by the remarkable three and a half h. p. Lenoir and its still more remarkable owner. These are the types of cars which the men of moderate means who require merely a run about car may well be content with, but for satisfactory touring work nothing under eight horse power would seem to be adequate, while a car of twelve horse power is able to give more satisfactory results on Indian roads.

Of the thirty-eight cars entered for the trials, thirty-three started, and by the time the whole course was completed there were only twenty-one in the contest. The twelve retirements represent a large percentage of the whole, but the majority of the

withdrawals were among the smaller cars showing that for these the strain was much too great. Some of the accidents, however, such as that to the Rational which struck a sand covered boulder in permitting another car to pass, were the result of absolute ill luck. The steam cars did not fare well and the last to survive, Mr. Manekjee Petit's Gardner Serpollet met with misadventure on the last day, though it was able eventually to reach Bombay. This is a most useful type of steam car and has the merit of being economical to maintain.

There were three Darracqs entered and two of them, which eventually retired, ought not to have started having regard to the work which had been previously taken out of them. The reliability of this type of car was established by Mr Sawyer's success. There were half a dozen De Dions in the list and five started. Four of them finished in admirable fashion, and the fifth was only compelled to retire in consequence of tire difficulties.

However the results of the trials may be viewed, there can be nothing but praise for the perfection of the road arrangements. Throughout its length the course was kept clear of traffic and many improvements had been made in British and native territories. The motorists, therefore, had a road that delighted them, and varied scenery and a glorious climate contributed to make the tour in itself a most delightful experience.

The accident to Mr. Payne's Beaufort on the last day of the trials did not necessitate the car being hauled onward by bullocks as was stated yesterday.

We are informed that the accident to Mr Abbott's Gardner Serpollet consisted in the main oil feed breaking. No damage was done to the boiler or tubes.

INSPIRATION OF THE BIBLE.

THE Dean of Westminster delivered at the Abbey on Dec. 10 the second of his remarkable series of lectures on the Bible. He claimed that Bible students must examine the Bible critically. Reporting his lecture, the "Daily Chronicles" says :—

It is quite true that astronomy and geology, and biology, and anthropology have each in turn revealed to us facts which are plainly inconsistent with a literal interpretation of the early chapters of Genesis and that the recognition of this inconsistency is leading the majority of intelligent Christians to fall back on the allegorical interpretation, which, as I showed you last week, was so boldly proclaimed by Origin of Alexandria in the third century. It is also true that the recognition of the general uniformity of nature, which is the fundamental principle of modern science, has raised new difficulties in regard to certain of the miracles recorded in the Old Testa ment; for while this principle of general regularity cannot reasonably be so far pressed as to exclude the possibility of a miraculous intervention of the Supreme Will on some outward nation, yet it does lead Christian men to ask themselves whether the historical evidence for all the recorded miracles of the Bible is in every case equally strong. And, consequently, most thinking persons have come to admit that there is a vast difference between the historical evidence for our Lord's miracles, for example, and the evidence for many of the Old Testament miracles. In the one case we have practically contemporary testimony, for the most part, whereas in the other the testimony is often hundreds of years later than the event. Biblical criticism proper claims to be an application of the principles of another branch of science altogether—the science of literary and historical investigation. This is the science by which, in all directions, we arrive at the facts of the past in regard to man's intellectural, moral and social life.

Obviously, said the Dean, if the Old Testament was a Divinely inspired literature it must not only bear but must challenge the strictest scrutiny. And that scrutiny must not be conducted by adversaries or by indifferent judges. The Christian student must be foremost in the investigation, using all the instruments of scientific research, fearless of consequences, sure that the deeper they probed the more certain they were to arrive at the truth.

Biblical criticism proper, claimed the Dean, is an examination of the difficulties of text. Dealing with story of Noah, and pointing out discrepancies, he concluded :—

In this way we discover that two early accounts written by writers of different style, have been welded together by the final author of the Book of Genesis. Now, this we learn from the Bible itself. We can see it in the English versions, still plainer in the original Hebrew.

A wider survey shows us that the work of these two authors can frequently be traced by the undeniable certainty of the recurrence of the same characteristics. For example, Genesis i to the third verse of Genesis ii is the work of the writer who uses the name God, whereas Genesis ii. 4 and following comes from the writer who used the name Jehovah. And you will remember that the first writer gives a very different account from the second writer of the creation of man and woman.

Turning to the Gospels, the Dean applied himself to the story of St. Luke, coming to this conclusion :—

I find as a fact that he has welded narratives from St. Mark with materials taken from another source, and that his own careful hand has constantly modified what he has thus embodied. I cannot always reconcile his statements in detail with those of St. Mark or St Matthew, but I do not find that these discrepancies affect the character or work of our blessed Lord.

The Dean claimed that the Divine Spirit did not suspend the natural law of the earliest human literature, but claimed for His own purpose the ancient stories of the people's ancestors, and made them the vehicles of eternal truth. They found in this a sign of the Divine inspiration working in the people as a whole from very early times, and then at last inspiring prophetic writers to combine these stories and to preserve them in books for generations to come.

MYSTERY OF LOUIS XVII.

MONS. BOUVIER'S FRENCH LECTURES.

MONS. CHARLES BOUVIER'S lectures on French history and literature have been deservedly growing in popularity, especially among those whose facility in the French language is sufficient to enable them to appreciate the beauty of a polished style and the fine enunciation of a practised speaker. It is not surprising therefore that a large audience should have gathered at Steinway Hall on Saturday to hear the second of a course of lectures now being given by M. Bouvier on some of the less familiar episodes connected with the Revolution.

The subject chosen was "Louis XVII.," and the lecturer examined the evidence bearing on the mystery surrounding the fate of the unfortunate child of Marie Antoinette. M. Bouvier showed that the story of the Dauphin's death in the Temple in 1795 is entirely mythical, and that the acts attributed to the cobbler Simon are also for the most part legendary. The rescue of the young Prince from the prison was rendered possible by the withdrawal of Simon from the position of his custodian, and the fact that after his departure there was no permanent warder in charge, but only men who were constantly being changed, none of whom knew the Dauphin by sight. A substitution of another infant for the Prince was therefore a matter of no great difficulty. When Simon left the Temple Louis XVII. was in perfect health; yet three days later a physician was called to attend a child suffering from scrofula who was supposed to be the Dauphin. This physician was dismissed for declaring that his patient was not the Prince, whom he had previously seen; and his successor Dr. Pelletan, having never seen the King's son, was able to certify in good faith that the child who died of scrofula three days after his first visit, was none other than the heir to the French Crown.

Louis XVIII., whose interest it was to be rid of the rightful sovereign, circulated the report of his death in the Temple; and M. Bouvier demonstrated that throughout his life Louis XVIII. procured the "removal" by steel or poison of any who could prove the existence of his nephew, including even the Empress Josephine who had interested herself in the fate of Louis XVIII., and had gone so far as to assist, indirectly with Barras, in the plot for his escape. The ex-Empress was officially declared to have died of quinsy; but the truth—as ascertained by the czar's physician, who was sent by Alexander to Malmaison to offer his services—was that she died by poison.

M. Bauvier recounted in detail the plot by which the escape was effected. Two prisoners were in turn substituted for the Prince; the second of whom, a consumptive named Lenigen, died in the temple, and was buried in a coffin bearing the name of the legitimate Sovereign of France. Among the conspirators were Josephine, Barras, Pechegin; while those who were subsequently aware of the truth included Louis XVIII., Cabaseres, Talleyrand, Decazes and the Duchesse d'Augouleme, the dauphin's sister. M. Bovier then traced the subsequent career of the dispossessed monarch—his hegira in La Vendee, his exile in Italy (where he learnt the trade of a watchmaker) Switzerland, Germany, and finally in Holland. The King of the Netherlands, having learnt his identity through secret information from the Court of Prussia, received him as a royal personage. In Holland he died in the year 1845, and a monument was erect in Delft on which the deceased was described as "Louis XVII., King of France and Navarre and Duke of Normandy."

The career of this ill starred son of Louis XVI., like that of the son of Napoleon, is one of the historical romances of revolutionary France, and in M Bouvier's masterly treatment of the theme is lost none of the fascination that belongs to such a story.

FINANCE AND COMMERCE.

Cotton Trade Topics.

FRENCH TEXTILE INDUSTRY.

REMARKABLE TRADING SCHEME.

LONDON, DEC. 16.

THE publication of the Bureau estimate of the cotton crop has, as usual, been accompanied by suggestions that the Washington officials are unable to keep a secret of such immense value. Messrs. Hubbard Brothers and Co., of New York, writing on November 29, says :—"It is admitted by all that this estimate is sought after by large operators, and it has therefore become the most valuable commercial asset in the possession of the Department of Agriculture. Just why the Government makes an estimate of the cotton crop and not of the wheat or corn crop is an open question, but so long as they do and it is believed to be of value, advance information of its character will be sought after in every direction. It is believed in the trade that the information in some way becomes known before it is officially promulgated. Whether this is true or not, the trade believes that the report is known beforehand and they therefore watch with intense interest the first indications of any large transactions which they assume foreshadow its possession." On the other hand, it is fair to the officials to say that the evidence of leakage this year is extremely slender or even non-existent. Certainly it would appear that American spinners had no inkling of the coming gigantic estimate of the Bureau, for immediately before its publication they were buying very freely. During the last week in November they are estimated to have bought in the New York market alone fully 200,000 bales of cotton at prices ranging from 9 1-2 cents downwards.

The half-yearly financial statement of the Bleachers' Association was in the hands of the shareholders yesterday. The result of the half year's trading is not good, but it must be remembered that September 30, may be taken as the termination of a period of extreme depression in the bleaching trade, which is, of course, dependent upon the supply of cotton piece-goods. For the greater part of the half year most of the Lancashire spindles were working forty hours a week only, and the production of cloth was reduced to some rough correspondence with yarn. For the present half year the members of the Association, who hold practically the whole of the ordinary shares, have a greatly improved outlook. The home trade, it is true, does not yet contribute its fair share to the improvement, but bleachers for China, India, South America, Egypt, and other markets are generally at full stretch, and there is every prospect of an excellent year.

Messrs. Noel, Murray, and Co's report of November 3, on the Shanghai piece-goods trade says that the chief centre of interest at the time of writing was Newchwang, which was expected to close to trade about November 20. Cargoes were being hurried up, but it appears that the supplies from Lancashire and elsewhere were coming forward with "disappointing slowness." A comparison of this season's shipments with those of the previous five years makes it appear the English jeans, American sheetings, and cotton yarns (Indian and Japanese) "promise to show up well in the total offtake." The falling off in various lines is attributed to the lack of supplies in Shanghai, especially in the case of American drills. The following passage gives Messrs Noel, Murray and Co.'s views on the mail service:—There being considerable doubt as to when the Siberian route will be available again, the attention of foreign merchants is once more called to the unsatisfactory state the European mail services via Suez have fallen into. What they want is regularity. From a Britisher's point of view there can be only one satisfactory remedy, and that is for the Peninsular and Oriental Steam Navigation Company to run a weekly mail service to and from China, which should have the full support of the British Government, and which, with improved passenger facilities, would soon regain them their lost popularity. The trade is worth it, and is only being usurped through official neglect. It is said that arrivals of goods are eagerly expected in Shanghai, as stocks are very much depleted. This may readily be believed, as the estimated stock of European grey shirtings was 318,685 pieces on November 2, against 1,458,322 the previous year and of American sheetings 273,900 pieces, against 1,733,643.

According to a recent despatch from Tangier various cotton-growing experiments are being made by German firms in Morocco, and Messrs. Dannenberg have just completed such an experiment at Mesfioua, in the neighbourhood of Marrakech, with some success. In another district the firm of Richter, of Saffi, are making an effort to cultivate cotton at a spot called El Aveina. The shrubs are already 3ft. high, but they are few in number and produce only a small quantity of cotton. At Niknafa a few cotton shrubs belonging to natives are to be found, but up to the present they do not appear to have produced any appreciable yield. The seed used was found by the natives in bales of cotton imported from Great Britain or Germany. Messrs. Richter are using Egyptian seed, supplied by the Colonial Economic Committee of Berlin.

Recent advices from Hayti indicate that although the sale of manufactured goods is fairly brisk the demand is limited to the lowest and cheapest qualities. This is no doubt due to the high gold premium and the poverty of the people. The better and more expensive American made denims and grey drills that have hitherto had a large sale in the island are quite neglected in favour of the cheaper English goods. This is especially noticeable in drills. Considerable orders have been placed in Manchester for cheap sized drills in ends of 25 yards—the length required in this market. Brown "Cocanada" drills were some years ago bought largely for Hayti, but of late the demand has fallen away in favour of the more effective striped qualities. Madras handkerchiefs and cheap prints are in request, also low-filled, finished white goods. Many of the Hamburg houses are represented in the principal towns of Hayti, and they not only send considerable quantities of German made goods, but they are also large buyers in the Manchester market. France on the other hand seems to have lost nearly all her Haytian trade in manufactured goods. Although the bulk of the coffee and cocoa grown in the country is sent via New York to Havre the Paris merchants engaged in this trade, buy nearly all their goods in England, for the French makes, which at one time had almost a monopoly in the island, are now quite out of reach of the Haytian consumer.

Professor Maurice Vanlaer, of the Lille University, recently gave a series of lectures before the School of Social Science in that town on the subject of the textile industry in the Pas du Nord, with particular reference to the cotton trade. He produced a long array of figures to prove that the French cotton industry was always most prosperous when least interfered with by fiscal regulations, and the higher the protective tariffs the greater was its depression. Some people, he said, blamed over production for the present stagnation, but that was altogether an error. The bad trade was due to the Chinese wall of tariffs that had been erected around the industry in the hope of preserving it, but had only restricted it and prevented its expansion. He would not despair of the cotton trade of the Pas du Nord if only the authorities would be wise enough to let it alone and not cripple it by the imposition of Custom-house regulations. Professor Vanlaer took a hopeful view of the future of the linen industry, in spite of the many signs of its decay in the Lille district, where since 1867 it seems to have steadily decreased. In that year there were half a million hectares of French soil under flax cultivation, and in spite of Government subsidies the number has now fallen to 20,000. The spindles, which in 1867 numbered 628,000, had fallen in 1902 to 443,000. The falling off in the output was in the same ratio, and this decline was attributed to the competition of cotton and of Russian linens. He did not agree with those who held that the linen industry was doomed, but the first step towards any revival of the trade must be the introduction of improved methods of manufacture. Scarcely anything had been done in this respect since 1867, and he held that flax-working machinery was a long way behind the times and required attention on the part of the engineers to bring it up to date. The decline of the linen trade had been greatly hastened by the instability of the fiscal policy of France, and like the cotton trade, it had been isolated by means of Customs duties which, he pleaded, should be reduced at once.

Mr. Lawson's "bear raid" on the New York stock market has been shrewdly timed. A letter received from Mr. Henry Clews, the well-known financial writer, suggests even more than it says as to the unsecurity of values. "Many securities," he remarks, "are selling as high as is justified, and we are told that "there is no doubt but that many of the stocks bought by strong parties during the low-price period of 1903 are being gradually distributed, and that the market has lost much of the support it once had from that quarter." Mr. Clews did not think, when he wrote, that there was any safe ground for a bear campaign, but he did think that there was an opportunity for professional traders to bring on temporary reactions, and the event has proved him right in this. He makes the interesting point that the present disposition of the speculative (bull) leaders to take up issues hitherto neglected, such as low-priced railroad stocks and industrials, is a well-known symptom showing that an advance movement is approaching its end.

A remarkable trading scheme, for which M. Yves Guyot is said to be in some degree responsible, is described by the Hamburger Nachrichten. A French syndicate is to be formed to establish a European agency, on a huge scale, for American manufactures. From this central agency subagencies would be opened in all the principal countries of Europe. M. Guyot is said to believe that the Protectionist wave has now reached its greatest volume in America, and that hereafter her commerce, as far as the export of domestic manufactures is concerned, is likely to assume stable and permanent proportions. At the present time France imports dols. 30,000,000 worth of American goods, one-quarter of which represents manufactured articles. Under the scheme American manufacturers will not in any way sacrifice their individual character; they will simply be offered the advantages of a very elaborate organisation. Large showrooms offering buyers a comprehensive survey of American products will be opened in Paris, and here all information with regard to prices, terms, delivery, and other details will be forthcoming. Here, too, buyers will be encouraged to state with what modifications they could use any particular article. It is stated that both President Roosevelt and Secretary Hay are favourably impressed with the scheme, which is more than we should be disposed to say for ourselves if it is correctly described by the Hamburg paper.

JUDGE SUMMONED.

SIR W. GRANTHAM'S FIGHT OVER BUILDING BY-LAWS.

MR. JUSTICE GRANTHAM had the remarkable experience of appearing as defendant at the Lewes Petty Sessions in the action which has been brought against him by the Chailey Rural District Council for an alleged offence against their building by-laws. The dispute arose over the construction of some cottages for the working-classes on Sir William Grantham's estate of Barcombe, in Sussex.

The court was crowded. There was a full bench with Mr. Caleb Kemp in the chair, Mr. Shenstone vacating the chair because he was a neighbour of Sir William. Sir William was defended by Mr. C. F. Gill, K. C.

Mr. MacMorran, K. C., who appeared for the Chailey Council, said he regretted to find himself opposed to a public man of such eminence as Sir William Grantham, but the question of principle was involved, and the case must be fought out Counsel then described how the case had arisen. The council's by-laws, he said, had been approved by the Local Government Board.

A long correspondence between defendant, the local authorities, and the Local Government Board was put in. Sir William, in taking exception to the grounds on which his plans were objected to, urged therein that it was the business of the Chailey Rural District Council to help people to build cottages for the poor, instead of making it more difficult. He submitted amended tracings, which the Plans Committee considered still unintelligible. In his final communication to the council, Sir William defied them to do their worst. The council, in commenting on the insufficiency of the plans, said it was necessary to read into them something that was not there; the plans could neither be reconciled with each other nor understood.

Mr. Gill, K. C., said that the point the magistrates had to decide was whether the information the defendant had given on the plans was sufficient and intelligible.

The first witness was the clerk of the council, Mr. C. Patrick, who admitted in cross-examination that, after the joint reference of the council and Mr. Justice Grantham to the President of the Local Government Board, who gave as his opinion that the plans generally showed compliance with the by-laws, the rural council still considered them unintelligible.

Mr. Harry Scarlett, chairman of the Council's Plans Committee, and an architect not now practising, said that he spent about two hours trying to understand the plans.

Mr. Gill, K.C., who is counsel for Sir William Grantham in his prosecution at Lewes by the Chailey District Council, was asking a question of Mr. H. Scarlett, surveyor, when Sir William broke down and a painful scene took place.

Sir William quite gave way to emotion, leaning forward with his elbows on the table in front of him, and wiping the falling tears from his face. Mr. Gill pointed to Sir William's life of usefulness and asked if to prosecute him after he had offered to wait on the council what in hand was not an unneighbourly and shameful proceeding.

Witness replied he was not ashamed of it as a matter of business.

Mr. Gill then came into collision with the Bench for contemptuous references to the Rev. F. S. Slater, a Church clergyman and member of the council. Mr. Gill reported that the resolution to prosecute was moved and seconded by individuals whose identity he intended to establish.

The proceedings against Sir William are for alleged contravention of the by-laws of Chailey Rural District Council in the matter of the erection of labourers' cottages.

Mr. Scarlett, during his cross-examination by Mr. Gill, admitted that the Council's notice to builders asked for details which it had no right to demand; admitted also the desirability of landlords being encouraged to build good cottages. He thought that the by-laws ensured good cottages being built.

Mr. Scarlett was under cross-examination for three hours.

Mr. Wood, who is also a member of the Plans Committee, said that Sir William had done good work in building the cottages for working people. Sir William had prepared his own plans, and wrote to the witness that he did not think he ought to be forced to employ a surveyor to do so. Witness said he could not understand the plans although he was a builder.

Mr. R. Williams, a London architect, said he could not erect a building in accordance with Sir William's plans. One of them showed a wall hanging in mid-air without support.

Mr. Gill made a powerful speech, lasting over an hour, for the defence.

Sir William Grantham again took his seat at the solicitors' table when the proceedings against him were resumed at Lewes the other day. It was rumoured on Wednesday that he had been taken ill at his Barcombe seat, but it was found, from inquiries, that he was suffering from nothing more than a measure of physical prostration.

At the outset Mr. Gill withdrew some observations which fell from him yesterday respecting the connection of the Rev. F. S. Slater with the case. The remarks, said counsel, had been made in the heat of advocacy on behalf of a man whom he had known at the Bar and on the Bench for thirty years.

Mr. Samuel Denman, architect, Brighton, for the defence, expressed the view that Sir William's plans complied with by-law requirements. To a builder of ordinary experience they would sufficiently indicate what was required. He would expect the foreman bricklayer to be able to carry out the work from such plans.

Mr. Denman said it was absurd to raise the question as to air space. He agreed with the construction put on the plans by the Local Government Board.

The chairman put a series of questions to Mr. Denman whom he knew to be an architect of wide experience. In replying Mr. Denman said builders occasionally submitted plans to controlling authorities, and thus did the poor architect out of work. (Laughter.)

The chairman: Have you ever seen similar plans to those Sir William Grantham submitted adopted as satisfactory?—No.

The magistrates reserved their decision until Thursday next.

THE WEATHER.

[BY TELEGRAPH.]

SIMLA, JAN. 3.

Tuesday.—The shallow depression which lay over Western Rajputana, yesterday, is advancing slowly through Rajputana into Central India and the United Provinces. It has intensified considerably and the barometer has fallen throughout the whole country, the change amounting to nearly two-tenths of an inch within the depression area, were pressure is nearly one-tenth of an inch below normal. The depression has drawn winds into cyclonic directions over North-West and Central India, and has occasioned light snow over Kashmir, and North-West Himalayas and light rain over Sind, South and East Punjab, East Rajputana and West of the United Provinces. Rain has also fallen over Baluchistan, in the extreme South of Peninsula and Ceylon. As the depression is intensifying, the weather will remain disturbed with rain on the plains and snow on the hills over North-West India, and rain will probably extend into the Central Provinces and the Gangetic Plain.

TELEGRAPHIC WEATHER AND CROP REPORTS, 2ND JANUARY.

Amritsar.—Weather unsettled. All rabi crops doing well.

Hissar.—Bright, no sign of rain. All crops doing well.

Mooltan.—Cloudy, but no rain. Looks like rain. Crop prospects generally good. Considerable improvement in crops perceptible if rain fall generally.

Delhi.—Cloudy, but no rain. Rabi crop prospects generally good.

Agra.—Cloudy, but no rain. Cotton arriving in small quantities.

Beawar.—Bright, no sign rain. Morning's cold and dewy. Cotton arriving in small quantities.

Amrsoti.—Seasonable. Linseed flourishing.

Khamgaon.—Cloudy and unseasonable. Cotton picking general. Food-grains doing well. Rabi crop prospects generally good.

Dhulia.—Bright, no sign of rain. Rabi crop prospects generally good.

Broach.—Bright fair; cold nights; seasonable. Cotton picking general, and arriving in small quantities. Crop prospects generally good.

Viramgam.—Bright, no sign of rain. Cotton plants show bolls rapidly ripening.

Wadhwan.—Bright, no sign of rain. Seasonable. Mornings cold and dewy. Cotton plants flourishing, and show bolls rapidly ripening. Cotton picking general. Cotton healthy.

Dholera.—Cloudy. Cotton picking commenced and arriving in small quantities.

Bhavnagar.—Bright, no sign of rain. Seasonable. Cotton arriving in small quantities.

Barsi.—Seasonable; hot; dewfall still insufficient. Cotton arriving in small quantities. Food-grains suffering from want of rain. Wheat doing well.

Sholapur.—Mornings cold and dewy. Food-grains doing well.

Hubli.—Bright, no sign of rain. Rain much needed generally. Dewfall insufficient. All crops suffering from too little rain.

Bellary.—Bright, no sign of rain. Cotton plants want more rain. Absence of rain causes anxiety.

OBSERVATIONS TAKEN AT 8 A.M. ON TUESDAY, THE 3RD JANUARY.

SUMMARY.

Pressure has fallen everywhere, the fall having been brisk to rapid in many places. The barometer is in defect of normal in Rajputana, the United Provinces, Central India, Kathiawar and at Sougar, Jubbulpore, Khandwa, Deesa and Ahmedabad, and in excess elsewhere.

Winds are north-easterly to south-easterly at the majority of the reporting stations and the force has been fresh to strong at Negapatam and moderate to light elsewhere.

Temperature.—The greatest variations are :—Maximum 5° to 7° in defect of normal at Sholapur, Ajmer, Jaipur, Karachi, Cawnpore, Agra, Delhi, Lahore and Allahabad and minimum 5° in defect at Nagpur and Raipur and 5° to 10° in excess at Indore, Deesa, Lahore, Ajmer and Sirsa. The highest temperature in the shade was 89° at Mangalore and the lowest 44° at Jubbulpore.

Cloud and Humidity.—The sky is cloudy to overcast over the greater part of the country.

Rain in light to moderate showers fell at Negapatam, Dwarka, Jaipur, Bhuj, Karachi, Agra, Delhi, Jacobabad and Colombo.

Weather.—A small area of abnormally low pressure lies over Rajputana and at and about Jhansi and Neemuch and weather there and in the adjoining districts is slightly unsettled and local rain is likely. A few local showers are also likely over the country lying to the south of Latitude 14°.

N. LESLIE,
Meteorological Reporter for Western India.

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours ending at 6 a. m., yesterday, give the following results :—

Wards.	Plague Attack.	Deaths.	Deaths from all Causes
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade ...	2	1	4
B Mandvi, Chukla, Oomerkhadi and Dongri ...	3	2	18
C Market, Dhobi Talao, Fanaswady, Bhuleshwar, Khara Talao, and Kumbharwada ...	7	3	24
D Khetwadi Girgaum, Chowpati, Walkeshwar, and Mahalaxmi ...	3	2	9
E Mazagon, Tarwdy, 2nd Nagpada, Kamatipura, Tardeo, Byculla and 1st Nagpada ...	6	5	35
F Parel, Sewree and Sion ...	2	2	6
G Mahim and Worli ...	0	0	10
Water Division ...	1	1	2
Non-Resident and Unknown ...	1	1	2
Hospitals ...	0	1	9
Total ...	24	17	117
Total plague deaths to date ...	278,115	230,233	
Same date last year ...	22	12	98

MORTALITY OF THE WEEK.

The total number of deaths registered in Bombay during the week ending yesterday was 799 as against 737 during the previous week. Of the total number 128 died of plague, which showed an increase of 22 over the preceding week. The total mortality of the corresponding period of the last year was 728 which included 125 deaths from plague.

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PROMOTES APPETITE.

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An eminent lung specialist stated in a lecture before the British Conference on Consumption that "nothing goes right while the stomach is wrong," and all authorities now agree that in the treatment of lung troubles and wasting diseases the most important object is to keep the digestive organs in a healthy condition so that the patient may properly assimilate nourishing food. That is just what Angier's Emulsion does. It promotes appetite, aids digestion, and improves nutrition. At the same time it soothes the mucous membrane of the lungs and air passages, relieving the cough and breathing, promoting expectoration and allaying inflammation. It is this combined effect upon the respiratory and digestive organs that makes Angier's Emulsion superior to any other remedy for the relief and cure of coughs, bronchitis, consumption and all lung affections and wasting diseases. As petroleum is not an animal oil, it is acceptable to all castes. Furthermore, in its preparation the Emulsion is untouched by hand.

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Fruit Julien cures offensive breath and sick-headache.
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A pleasantly perfumed pure antiseptic soap which can be used for all toilet purposes and as a preventive of contagion. It contains 10% Crystal Carbolic, and so has a healthy action on the skin and assists to improve the complexion.
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contains pure Carbolic Acid (healing and antiseptic) and other useful ingredients to cure or alleviate sunburn, chafed skin, piles, cuts, burns, insect bites, &c.
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No. 27414, 18 carat gold, pearls and turquoises, Rs. 39.
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No. 21620, 18 carat gold, pearls and sapphires, Rs. 54.
No. 20843 18 carat gold, set turquoises, Rs. 29.
No. 27880, 18 carat gold, pearls and rubies, Rs. 52.
No. 32040, 18 carat gold, pearls and turquoises, Rs. 48-8.
No. 34829, 18 carat gold, pearls and turquoises, Rs. 23.
No. 32039, 18 carat gold, set pearls, Rs. 45.
No. 14182, 18 carat gold, set turquoises, Rs. 25.
No. 26812, 18 carat gold, pearls and turquoise, Rs. 33.
No. 3496, 18 carat gold, enamelled, Rs. 40.
No. 17710, 18 carat gold, 2 rubies, 1 diamond, Rs. 40.
No. 23583, 18 carat gold, pearls and rubies Rs. 35.

NAVAL AND MILITARY NOTES.

THE proposal to remove the cavalry regiment from Cairo is most unfortunate from every point of view, says the "Broad Arrow." It deprives the General in command of the power of practising the troops properly in combined exercises, and the regiment itself can hardly be quartered in a place more suitable for cavalry training. We believe that it is proposed to increase the strength of the mounted military police in Cairo, to make up for the reduction of the cavalry force. It appears the fashion now-a-days to look on our soldiers as policemen maintained only for the performance of constabulary duties. We shall be prepared to hear that in pursuance of this scheme it is proposed to institute a plain blue uniform for all branches of the Army with an armlet for men actually on duty. It is only on such an assumption that the Secretary of State for War—or must we say the Army Council?—can justify the replacement of cavalry soldiers by mounted police. We trust, however, that before it is too late, wiser counsels will prevail. Our Army of Occupation in Egypt is none too strong, and it is therefore eminently desirable that it shall be self-contained and complete. Without cavalry this is impossible."

The Empire still lacks a settled and definite military system. The question is not so much the quantity of recruits as their quality, and whether or not anything is being done to provide a really serviceable Regular Army, well supported by other Forces, adequately trained and ready to augment that Army in emergencies. During the South African War there was no lack of men, but there was a grievous deficiency in age and training of the tens of thousands of unserviceable troops who filled the barracks at home. Are we any better off now than we were then, asks the "Broad Arrow"? Some people not only say we are not, but declare we are even worse off and assert that the proposals made by the Government, through its Secretary of State for War, will make matters worse still. What is being done is mainly an attempt to save money, but it will not even do that. The supreme question appears to be, not national defence, but national finance. There is really no effort being made to solve at once the military problem effectively and permanently. The next big war will find the Empire as badly served as ever by its Army, which, however well endued with personal bravery, will prove ineffective from want of those expansive qualities which sound organisation alone can impart. We cannot afford to shunt Imperial Defence upon a hard-worked Navy and Regular Army, while those at home who should be soldiers are diverting themselves with golf, cricket, football, bridge, and other selfish amusements.

The firing on the steamship Grange in the Firth of Forth was the subject of a court-martial at Chatham when the chief officer of the Thrush was found to have negligently performed his duties, and was ordered to be reprimanded and admonished to be more careful in the future. The long and meritorious service of Mr. Johnson was doubtless taken into account by the court, and also the excellent testimonials to character which were produced. It appears from the evidence that a party of Naval Reserve men had been taken on board the Thrush for target practice in the Firth of Forth, and while firing with 4in. b.l. guns was being carried out, the steamship Grange was struck once, and several other projectiles fell near her. As far as could be ascertained, no firing with heavy guns was carried out in the Firth of Forth on the day of the accident except by the Thrush. The weather was hazy, but not so as to make it entirely unsuitable for target practice. The master of the Grange stated that in all six shots either passed near or struck his ship, but he could not see any vessel. The witnesses from the Thrush, however, all appear to have noticed a vessel at a distance of about two miles behind the target, and for five minutes firing was suspended until it was considered that she was quite out of range. The firing was carried out with reduced charges, and the mean distance of the target was from 1,400 to 1,600 yds. It was doubtless due to a miscalculation of the distance of the merchant ship that the accident occurred, and it is as likely as not that every shot had already hit the water once before reaching her. But this kind of miscalculation is exactly that which a trained naval gunner is expected not to make.

Promotion examinations are now a very different thing from what they were even a few years ago, having assumed a much more practical character, but they do not yet satisfy the Army Council, which has taken steps to ascertain the views of general officers commanding as to the desirability of introducing an important change. The intention is to render the examination still more practical and it is proposed that in future the theoretical or written examination shall precede the practical test. Candidates themselves feel that it is desirable to complete their theoretical work before facing a severe practical trial in the application of it. This seems a rational view, and it is felt that the actual application of the soldier's knowledge should be the real test of his fitness for promotion. It is suggested, therefore, that on these lines future examinations should be conducted, and the views of general officers are understood to be in accordance with those of the Army Council. It is understood, moreover, that henceforth the examination will not have such close reference to specified authors, but will be more general in character, as a means of testing the knowledge of a candidate. It is the view that the present system tends to narrow study to the author chosen in preference to acquiring a full knowledge of a given subject. In addition, a run upon a particular text-book often places it out of print before all are supplied.

The announcement that the King intends to pay another visit to the Mediterranean in February is not to be taken to mean solely that his Majesty is going on a pleasure cruise. It may be looked upon as certain that he will make use of the opportunity his visit will give him to personally inspect the naval arrangements there. The King is not content to be the head of the Service and remain ignorant of all that concerns its welfare. His interest in the Navy and his knowledge of all that concerns it is very extensive, as has before now been demonstrated, and the Royal approval to any measure affecting the fleet is not given until he is convinced that the change will be beneficial. That the Admiralty know this is quite understood, but it is a little unkind to suggest, as some writers have done in the Press, that the forthcoming visit of the Lords of the Admiralty to Gibraltar and Malta is being taken with a view to seeing that everything is in order before his Majesty goes to inspect the station. It is now some two years since any Lords of the Admiralty officially visited Gibraltar and Malta, and the fact that a visit is to be made early in the New Year has no connection with the trip which is projected for the King at the end of February. The repairs to the Admiralty yacht Enchantress are to be completed by the last day of the present year, and it is expected that the changes which are being made will improve the seakeeping qualities of the vessel, which are not of the best.

Among the incidental but probably far-reaching economies which will be effected by the introduction of the comprehensive scheme of naval reform recently promulgated by the Admiralty is that of cutting down the need and the cost of further barrack accommodation for the officers, seamen, and Marines of the Fleet. With a nucleus crew consisting of the two-fifths of their permanent complement housed on board each of the ships which were originally counted as in the A Division of the Fleet Reserve, many rooms in the naval barracks at the depot ports will obviously become empty, and the officers' messes will be depleted. Sufficient room may thus be found at Chatham for the accommodation of the officers and men from the Royal Naval Gunnery School at Sheerness which is eventually to be transferred to a site which has already been selected close to the new [illegible] of the Commander-in-Chief of the Nore on [illegible] known Chatham Lines, at a point where the [illegible] will overlook the lower part of the new [illegible] docks and basins. If room can, the yard and [illegible] of berthing nucleus crews under the new reg[illegible] the splendid pile of building afloat, now be found [illegible] by the Navy less ings which were occupied [illegible] be no need to than two years ago, there w[illegible] the Gunnery build blocks on the new site for [illegible] the new School men. It may even be possible un[illegible] their conditions to locate the torpedo men and [illegible]hool officers in the present blocks, when a torpedo sc[illegible] is established in the Nore command, if convenient creeks can be found in the upper reaches of the river for carrying out the necessary torpedo practices. If these things can be accomplished, and it is believed they can, there will be a considerable saving in the "works" estimates of the Navy, and it would also effect a considerable saving in administration, as a large number of officers' appointments necessary to carry on the gunnery and torpedo establishments could be abolished. As each of the seamen's blocks in the Chatham barracks accommodates nearly 800 men, one block for gunnery and another for torpedo men under instruction would, it is considered, more than meet the requirements of the schools; the men being placed under the control of gunnery and torpedo officers during drill hours and the barrack staff at other times, as is now the case with men undergoing gunnery and torpedo instruction at the general depots, with special arrangements to meet special needs. No doubt there would be a few difficulties to be overcome; but it is, I learn, anticipated by officers on the spot that an attempt will be made to solve them.

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MR. ARNOLD-FORSTER ON THE ARMY.

THE 23rd annual conference of the national Union of Conservative Associations for Scotland was held on Dec. 9, in Edinburgh, and was addressed by Mr. H. O. Arnold-Forster, M. P., Secretary of State for War, who was also the principal speaker at a public meeting held in the evening in the music-hall, and attended by over 2,000 persons. The principal resolution adopted by the conference was one approving of the proposal of Mr. Balfour to use powers of negotiation, and, where necessary, of fiscal retaliation in order to secure fair treatment for British commerce, and welcoming the Prime Minister's proposal to summon a free conference with the Colonies and India.

Mr. Arnold-Forster, addressing the conference, said he had got a message to take back to Mr. Balfour that the Conservative Party was sound in its faith. (Cheers.) Never did they feel it more essential that power should be retained on the side of the party to which they belonged. The party which hoped to succeed was dependent upon men who were hostile to the well-being of the nation. The Opposition could not exist as a political party without the support of the 80 rebels. They were dependent for the continuance of their political life upon a course of action alien to that which commended itself to every great party in England since 1804. (Cheers.)

Sir Charles Dalrymple, M. P., occupied the chair at the evening meeting, and briefly introduced the Secretary of State for War.

Mr. Arnold-Forster, who was cordially received, said:—

With regard to the task entrusted to him, Mr. Asquith suggested the other day that the proposals which he, as War Minister, had ventured to put before Parliament were dead, that the scheme he propounded to reform the Army had been allowed to fall into abeyance, and that he had been content to accept that situation. He did not know why one public man should impute to another that which he would never accept as laid to his own door. He could say this—that not for one hour would he remain in his present position if he were to accept that cowardly part. Never would he lay proposals before Parliament and remain in Parliament if he were not spending every hour given to him endeavouring to carry these proposals in effect. (Cheers) A year ago he stated at Liverpool what was in his mind with regard to the question of the Army and expressed some sanguine hopes. The hopes then expressed were as bright in his mind now as they were then, and the proposals which he placed before them then were as clearly his proposals now as they were then. (Cheers.) After a year's experience he had learned to believe that he was right in those proposals. He entered the War Office with a commission to change its constitution, and, although the work was one of extraordinary difficulty, it had been accomplished. The personal of the War Office had been changed, and whole of its organisation had been changed. An Army Council had been formed and had taken up its work. The Army Council meant to carry out the recommendations of the wonderful report of Sir John Fisher, Lord Esher, and Sir George Clarke. The way to face the problem of reorganising the Army was to keep the Army as a going concern. He did not know whether they realised how great some of the difficulties had been. Three years ago they were face to face with a state of things which, if it had continued, would have meant the absolute disappearance of the British infantry as a fighting force. They had admitted the fact for the first time that they lived on an island, and that that island was primarily defended by sea, and sea alone. In the second place we had realised that outside that island we had a great empire, part of which must be defended by land, and by land alone. Great results followed from those admissions, the first of which was that they had to admit that our land army must be made capable of fighting in the place where land fighting could take place, and that was across the sea. In the second place, if they wanted to defend this country, the defence must be to all intents and purposes by ships. It was with these two principles in mind that they had been endeavouring to carry out the work of reorganisation. It meant that they must, in the first place, provide an army in peace time to garrison our Colonies, and in war time they must have many many more. They must have men serving for a long term of years to provide the garrisons in peace time, and men serving at home for a short period who might be rapidly turned over and form their reserve, in order that they might enormously multiply their forces in time of war. (Cheers.) That was the key of the policy the Army Council was now pursuing. They believed that, if they were to have an army adequate to their needs and worthy of the nation, they must improve the condition of the private soldier. (Cheers.) They must give him a career if he desired it, they must give him a standing in social life, such as a man who offered his life for his country was entitled to—(cheers)—and make his habitation adequate, decent, and reasonable. They desired, also that when a man passed out of the Army, after a long service devoted to his country he should not be in danger, if he had well conducted himself, of being put to extreme want. (Cheers.) They felt that the greatest boon they could confer upon the Army was to touch that chord of sentiment and sympathy between the people of the country and the Army which transformed and vivified a regiment in peace time, and still more in the field, and that could not be more effectively accomplished than by bringing the soldiers as far as possible into touch with local enthusiasms and local interests. (Hear, hear.) They were going to try an experiment with two of their battalions. They were going to ask two of their country towns to take their territorial battalions into their towns, and if these towns meet them they would plant these two battalions for the first time in the county towns whose names they bore. They were told there was great difficulty in finding recruits. That was not so. Only a few months ago the Army was 10,000 over strength. It was over strength now. (Cheers.) They had recruiting for the Cavalry and the Artillery closed. Only last month they had raised the terms of service for the Infantry from three years to nine years without extra pay or extra inducements, and last week they took more recruits for nine years than in the corresponding week of last year for three years. The difficulty was not in getting recruits, but in getting to remain in the Army and be available for all the purposes that the empire demanded. The greatest weight in this burden was the defence of India. He hoped that in their wisdom the legislatures of our Colonies might see their way to come forward and share this burden and task their part in defending the common possession of India. (Hear, hear.) Mr. Arnold-Forster concluded by dwelling on the fact that time was required for perfecting their ideas, and expressing the belief that the work would be continuous even were a change of Government to occur. (Cheers.)

GARRISON ARTILLERY.

Mr. Arnold-Forster visited North Shields on Dec. 10 and presented the prizes won by the members of the Tynemouth Royal Garrison Art. (Volunteers). Responding to a vote of thanks, he said:—

He was aware that the Tynemouth Art. had a very long and honourable record, and it was one of the honourable burdens attaching to a great history that they had to keep up a fine reputation. (Cheers) The Garrison Art. was of great service to the country, and he was glad to hear from their colonel that the members of the regiment had been perfecting themselves in the manipulation of the quick-firing gun. (Hear, hear.) The work of Garrison Art. was really the creation of the last 10 or 12 years. The whole system had been created and improved during that period, and now he believed that in coast artillery work we were ahead of any nation in the world (Cheers.) The Garrison Art. would have a very responsible duty put on it if ever these coasts should be attacked from the sea. The Navy was not asleep but any attack from the sea would be formidable and would be a direct attack. There was no doubt that the power of the naval gun was increasing and the power of manipulating it had been increased and improved during the past few months. The war now proceeding had shown the capabilities of the heavy guns. The ranges at which firing had taken place had been ranges hitherto entirely unknown to any one—ranges of 8,000, 10,000, and 12,000 yards.

There was undoubtedly a great development in the work of Garrison Art., but they must not think that there was not a great deal more to do. Perfection could only be reached if they had plenty of opportunities for practice and the proper weapons. (Hear, hear.) He recognised the fact that the class and quality of the weapons should be improved and added. (Hear, hear.) He was glad that in multiplying they had been able to maintain their Tynemouth [illegible] as they had done, owing in a great measure to the help [illegible] of the civic authorities. He was also pleased to know that the energies of their officers were being directed towards giving the regiments a single instead of a divided camp for next year, and he trusted that opportunity would be afforded for giving members a longer period in camp than possible now. (Hear, hear.) If they could extend the camping period of such a regiment as theirs they would be doing nothing but good. (Cheers.) There would be no good soldiers in that or any other regiment unless they realised the responsibility placed on them. He had had experience of three wars, and he felt that they should carry into all their duties the spirit and the knowledge that they might have to face the possibility of risking their lives for the sake of the country. (Cheers.)

ADVICE TO MOTHERS!—Are you broken in your rest by a sick child suffering with the pain of cutting teeth? Go at once to a chemist and get a bottle of Mrs. Winslow's Soothing Syrup. It will relieve the poor sufferer immediately. It is harmless and pleasant to taste, it produces natural, quiet sleep by relieving the child from pain and the little cherub awakes as bright as a button. It soothes the child, softens the gums, allays pain, relieves wind, regulates the bowels and is the best known remedy for dysentery and diarrhœa whether arising from teething or other causes. Mrs. Winslow's Soothing Syrup is sold by Medicine dealers everywhere.

THE SHORT RIFLE.

The report on the trial of the short rifle by the Army and Navy was issued on Dec. 9 as a parliamentary paper. It is as follows:—

For purposes of trial 1,050 rifles were made and issued three Cavalry regiments, seven Infantry battalions, the Royal Navy, and Royal Marines. The test extended over three months, and reports were made upon the accuracy, rapidity of loading, by charger, shooting, advantages of a long handguard, and handiness of the rifle; also as to the desirability of an adjustable foresight, hooded or unhooded, whether it should be a bead or barleycorn, and whether the lever type of backsight was preferred to the "H" pattern on long rifle. The question of a windgauge; the general working of the bolt mechanism, including the case or otherwise with which it could be assembled or stripped; the improved safety catch and drag pull-off; and the recoil, as compared with that of long rifle, were also considered. The influence of the shortening of the rifle by 5 inches on the use of the bayonet also received attention.

The reports showed that the accuracy of the rifle was satisfactory; and that the new weapon was superior to the Service rifle in handiness, rapidity of loading and firing. But, as the Navy considered that a cutoff was necessary this (with a piling swivel subsequently asked for) is fitted to all naval rifles. From the reports received the Small Arms Committee recommended the rifle as suitable for universal use; they were of opinion that the barleycorn should be adhered to, pending further trials with the other patterns of foresight, and that the sight should be adjustable with open-topped hood. The ever type of backsight without windgauge was recommended (a more satisfactory type of windgauge has now been devised and has since been adopted), and a long handguard was to be fitted. The charger system of loading was also recommended, the 10 round magazine being retained, but with small modifications to facilitate loading and clearing the magazine of sand, etc. The mechanism was considered satisfactory, and the committee concurred in the omission of the cut-off, but were of opinion that the mechanism should be capable of taking it should experience show it to be necessary; they were also agreed as to the drag pull-off recommended. They considered the slight increase in the recoil to be unimportant, and they advised that the bayonet should be of same length as that for the long rifle.

A rifle, as recommended by the committee, was then made and approved and arms are now being manufactured to this pattern with a wind-gauge.

Further tests of this rifle, chiefly for its behaviour in sandy, dry climates, were made in Somaliland; 100 of these weapons, which were first tried at home being sent out for the purpose. The arms stood the test well; the men were reported to like the rifle and to shoot well with it, the increase of recoil being imperceptible; the lightness and convenience in handling gave universal satisfaction; the complete casing of the barrel in wood was fully appreciated.

Trials were also conducted as Hythe to compare the value of charger loading and single loading from bandolier; these gave most satisfactory results in favour of the former, and tests of accuracy of sighting at long ranges were also carried out.

Trials have been made at Hythe to test the accuracy of the short rifle in comparison with the long Service rifle and several foreign military rifles. The following are the results:—

Country.	Figure of Merit.			
	200 Yds.	500 Yds.	1,000 Yds.	1,500 Yds.
France	·33	·58	1·29	3·43
Germany	·35	·77	1·53	4·02
Italy	·27	·73	2·04	3·04
Great Britain:—				
(a) Long rifle	·27	·62	1·73	4·43
(b) Short rifle	·31	·71	1,31	2·99

By order of the Army Council,
War Office: Dec. 7, 1904. E. W. D. WARD.

The Duke of Connaught, Inspector-General of the Forces, is to leave England early in the new year for a tour of inspection of the forces and fortresses in the Mediterranean littoral and Egypt. The "Essex," cruiser, Capt. R. B. Farquhar, now at Devonport, has been placed at the disposal of the inspector-general for the purpose of the tour, and will leave Devonport early in January for Portsmouth, where she will be prepared for the purpose. His Royal Highness will be accompanied by the Duchess of Bonnaught. The first place of call will be Gilbraltar.

The Army Council has decided that soldiers enlisted before April 1, 1902, who have not derived any benifit from the new Service Pay Regulations, are not to be required to pay the enhanced rates of discharge purchase money specified in Army Order 37 of 1903.

BOMBAY 3RD EXTRA MEETING

SATURDAY, 7TH JANUARY, 1905.

Entry closed at 6 p.m. on Monday 2nd January, 1905.

The New Year Plate—Distance 6 furlongs.

Mr H B Pike's bl aus g Musketeer (6 years)
Mr Finch's b am m Balayenee (4 years)
Mr S A Wahed's ch aus g Hughie (aged)
Mr A W P's b aus g Fando (aged)
Mr A W P's br aus g The Earl (aged)
Mr F Main's b aus m Kitty Grafton by Grafton-Stay Suel (4 years)
Mr W Moran's b aus m Carolina by Carlyon-Flangline (4 years)

The Colaba Plate—Distance 7 furlongs.

Mr Syed Rasheed's ch a h Sahab (6 years)
Mr Oseman Jamal's b a h Saizar 13 2 3/4 (6 years)
Mr Abdool Razack's g a h Young Cardigan 13 2 1/4 (4 years)
Mr D Bomanjee's g a h Royal Blood (5 years)
Mr A W P's g a h Silver Prince 13-3 (aged)
Mr Fazal bin Sanad's br a h Young Mosumma 13 3 3-4 (6 years)
Mr Ali bin Talib's ch a h Hadhur (6 years)
Mr Khajee Sulleman's b a h Akyab 13 2 1/4 (aged)
Mr A M Amer's g a h Lachin 14 0 (aged)
Mr A R Amer's ch a h Orme 14 (4) years)

The Sydney Plate—Distance 5 furlongs.

Major G Moore's b e m Lady Jess 14 1
Mr R R S's ch aus m Omelette 14 0 1/2
Messrs M Gouldass and A Nanjee's b aus m Annie Laur e 14 0 3-4
Messrs M Gouldass and A Nanjee's br aus m Olga 14 0 3/4
Capt. in Sullevan's ch aus g Curfew Bell 14 0 3/4
Mr R J Hunter's ch aus g Haydn 14 0
Mr R J Hunter's g aus g Woodstock 14 0 1/2

The Lilliput Plate—Distance 5 furlongs.

Mr Nasar Abdoola's g a h Clever Boy 13 2 1/4
Mr Mahomed Shamlan's g a h Zurriff 13 2 1/2
Messrs M Gouldass and A Nanjee's g a h Calcutta 1 3-2
Mr S A Wahed's b a h Reflector 13-3
Mr A S Oomer's g a h Defiance 13 2
Mr Abdool Rehman's b a h Syberite 13 2 1/2
Mr Pearson's b a h Magna Charta 13 3
Mr A W P's g a h Random 13 3
Mr Sahad bin Faraj's b a h Bhayajee 13 2 1/4
Mr W Moran's g a h Young Gazelle 13 2
Mr Fox's b a h Erban 13 1 3/4
Mr J Jacob's b a h Chiragh 13 3
Mr M Hormanjee's g a h Bukhtawar 13 3
Mr Ali Bin Taib's g a h Roomy 13 2 3/4
Mr Mahomed Bin Talib's g a h Umber 13 3
Mr Abdool Gany's b a h Jan Alum 13 2 3-4
Messrs Goolamally S Mahomed and A A Saif's b a h Settler 13 1 1/2
Mr Frost's g a h Master Willie 13 2 1/4
Captain G D Price's b a h Terror 13 1 3/4

The Desert Plate—Distance 6 furlongs.

Mr Essuff Yunasee's b a h Yorbo 13 2 1/2
Mr A M Shamlan's g a h False Start 13 3 3/4
Mr Mahomed Shamlan's g a h Zurriff 13 2 1/3
Mr Beathy's g a h Vas o 14 0
Mr A Essanjee's g a h Little Joker 13 1 1/2
Messrs M Gouldass and A Nanjee's b a h Bay Middleton 13 3 1/4
Messrs M Gouldass and A Nanjee's g a h Grey Fox 13 2
Mr S A Wahed's ch a h Dilerjung 13 3
Mr Marshall's b a h Epilogue 13 3 1/2
Mr A W P's b a h Turn of Luck 14 0
Mr Jackson's b a h Hermit 13 3
Mr M Hormanjee's g a Bukhtawar 13 3
Mr Mustapha bin Talib's g a h Tigris 13-3 1/2
Mr Jargola bin Talib's g a h Kismut 14 0
Mr Ebrahim bin Talib's g a h Nainawa 13 3 1/4
Messrs G H S Mahomed and A A Saif's g a h Moored 13 3
Mr Frost's g a h Bahar 13 2 1/4
Messrs G K and D D's b a h Huddal 13 2 1/2

The New Comers Plate—Distance ½ Mile.

Mr Majid Jurji's g a h Serab 13 3 3/4
Mr Syed Rasheed's b a h Salvador 13 3 3/4
Mr Peel's b a h Speedwell 13 3 1/4
Mr Peel's ch a h Plassey 13 1 3/4
Mr Dawood Essack's ch a h Protector 13 3 3/4
Mr A A Athman's ch a h Tachreet 13 3 1/2
Messrs M Gouldass and A Nanjee's ch a h Victor Wild 13 2 3/4
Messrs M Gouldass, A Nanjee and S A Wahed's g a h High Born 13 2 1/2
Messrs M Gouldass, A Nanjee and A M Amer's ch a h Arab Lor[illegible] 13 3 1/2
Mr Syed Hassoon's b a h Bookit 13 3
Messrs Abdulla Tamini and Abdool Aziz Taminie's b a h Senior 14 0
Mr Falconer Stewart's b a h Midlothian 14 0
Mr Toolsidass Tejpal's b a h Practical 14 0
Aga Mirza Mahomed Hoosain's g a h Dutchman 13 2 3/2
Mr Rasheed Shamlan's b a h British India 13 2 1/2
Mr Sheial bin Hatab's b a h Idan 13 2 1/4
Mr A M Amer's b a h Wait-a-While 13 3

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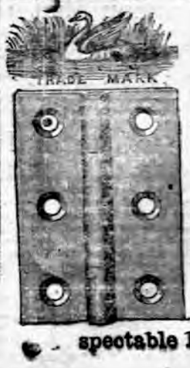

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NONE OF E. J. LEE'S

CLEMENT CARS

TOOK PART IN THE DELHI-BOMBAY TRIALS

on account of the unsatisfactory rules which governed the same. These rules were not in consonance with the rules governing Reliability Trials in Europe. The following paragraph appeared in the "Indian Sporting Times" of 30th October:—

THE REASON WHY?

On mentioning the proposed Delhi to Bombay Motor run Mr. Lee waxed wrath and wanted to know the reason why the race was being run and whether it was really intended to be a reliability trial to prove to the public the worth of the respective cars entered; if so, he wanted to know why the said cars should not be shown to their best advantage and why professional drivers and chauffeurs should be barred. He pointed out the fact that in all motor races which are run in Europe ninety per cent. of the drivers are professionals; amateur drivers are practically in the minority in such races. Then again he wanted to know why the car should be privately owned. This rule he said is never enforced in Europe. Mr. Lee's idea of a reliability race is that it should be run on similar lines to the big races and that the trade should have a fair chance and no favour and that the running capabilities of the respective cars should be shown off to the FULLEST EXTENT, nothing and nobody being barred.

Mr. E. J. Lee's Clément Cars have undergone the severest tests in India and could easily have taken part in the Delhi-Bombay Trials, BUT were not entered on account of the unsatisfactory conditions included in the rules.

THE CLÉMENT

has proved its ability to win races and reliability Trials under the most exacting conditions in Europe, the following being a few of the successes achieved:—PARIS-VIENNA RACE.

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...eed not be missed if another succeed me;
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He who ploughed and who sowed is not missed by the reaper,
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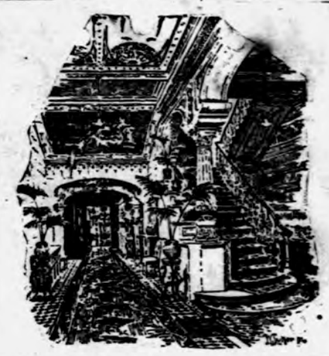

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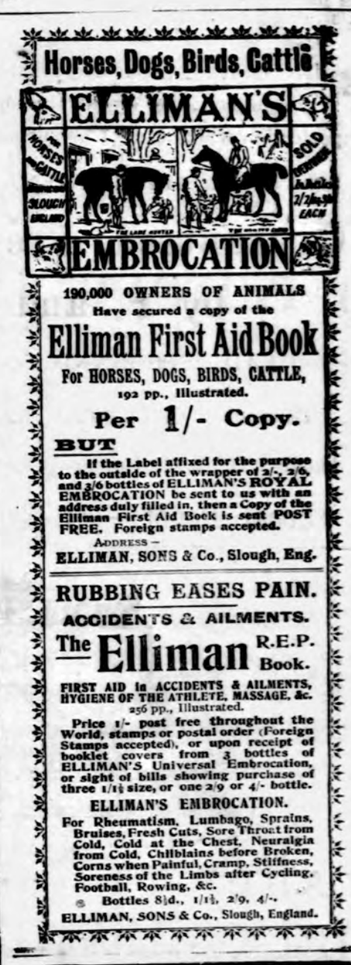
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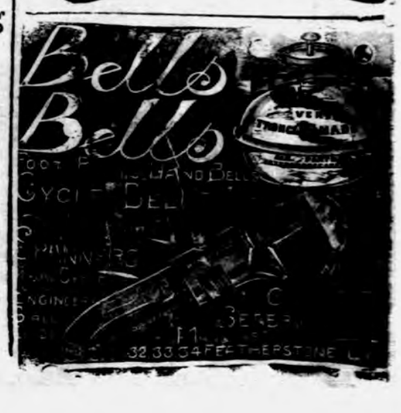

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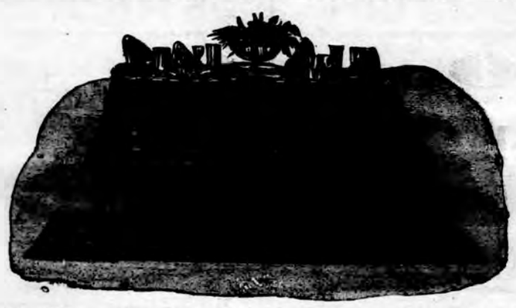

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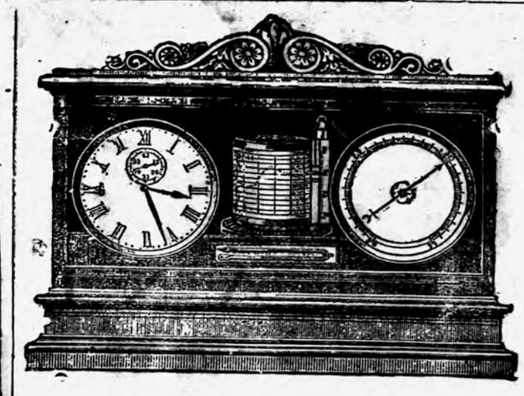

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